ISSUE 68

The Sea People

The Sea People

September 2007

SAILS

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Jeckells THE SAILMAKERS

The Sea People

Magazine of the Polynesian Catamaran Association

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From the PCA constitution:

The objects of the association are to promote and further the interests of builders and owners of Polynesian Catamarans, and to encourage the development of good seamanship in all its aspects amongst the association's members.
« Polynesian Catamarans » shall mean the various classes of catamarans as designed by James Wharram.

Contents

News for Sea People	**4**
From the editor	**5**
Jim's Column	**6**
Full circle (a love story)	**8**
Mewsings from the ship's cat	**15**
Taraipo tales	**16**
Wharram boat names	**18**
Missed anniversary	**19**
Pictures	**20**
News from Sea People	**22**
When the wood rots	**24**
African Queen	**28**
It's gone to its head	**30**
From starboard hull	**29**
Hints & Tips: epoxy coating	**30**
Cat Corner: Scillies	**34**
Letters	**36**
Ditty bag	**38**
Boutique	**39**
Faces of Sea People	**Back cover**

Front cover:

The Tiki 38 "TIKIMATA" (with modified cabin roofs) at the mooring in Greece.

News for Sea People

Hello to all PCA members.
Apologies again for the disruption to the usual publication schedule of the SeaPeople. Unless you are a time traveller it is impossible to recover lost time. This issue is 40 pages instead of the normal 32 and the next issue in December will be 48 pages.

Ann & Nev Clement have told us that they are seriously thinking of downsizing from Peace IV, their well documented Tiki46. Nev has had a few health scares and Ann feels that she does not want to be handling her, effectively as a single-hander. Expect her to up for sale in Spring 2008 and get a good look at her at the Florida Dec 2007 meet.

The PCA AGM has been held at North Haven Yacht Club in Poole for the last few years. It will have to be held somewhere else this time as the North Haven club house has been demolished . It is being replaced by a new building, twice the size of the original and is expected to be completed by the end of March 2008. The committee is discussing the options and there will hopefully be a flyer in with this magazine giving full details of the 2007 AGM.

Vote for your committee for 2008.

It is that time of your again. You will find a voting slip and a return envelope in the package with this magazine. Please use them to elect your committee for the coming year. Results will be announced at the AGM.

We have the project to publish special issues of the magazine dedicated to the Tiki 21 and to the Tiki 26 cats. We would be very grateful to anyone of you who can send us some papers and pictures about construction, special arrangements or upgradings, coastal or blue water sailing, inland water sailing on lakes, joys or pains (even capsizing), projects, and so on. We would be happy also to get some papers with the women and children points of view… Please send the material to the PCA office (pictures will be send back if asked)

2007/2008	PCA meetings & other events	Contact
Nov 30-Dec 2	Florida meet (USA) at Hobe Sound/Peck Lake	Dan Kunz & Gene Perry
To be advised	PCA AGM	Ken Hook
May 3 - 5	Poole Bank Holiday Meet	Ken Hook
May 31 to …..	Jester Challenge to Azores	www.jesterinfo.org
June 13 - 15	Austrian Wharram Circle at Lake Neusiedlersee	Gerald Winkler
July 11- 17	Brest International Festival of the Sea www.brest2008.fr	Bertrand Fercot
Summer 2008	Scottish east coast meeting	John Cooke

For up to the minute info about meetings check the website or ring the PCA office .

How to host a Meet?

What's needed to host a meet?
Enthusiasm & optimism
Minimally one (or two) boats, preferably Wharrams.
A couple of anchorages within a day's sail
Pre-designated pickup points.
Site for a BBQ or inexpensive restaurant.
Free/cheap parking nearby for visitors by road.

Some PCA members have invited members to their areas with little or no turnout but continue to extend the invitation. This is the kind of optimism & enthusiasm needed. I've intended meets at 4 different locations. They've all been different and they have all their own personalities and charm.

Organising a regional social is even easier. All you need is to designate a time and a place. The PCA will willingly assist with notification via website, e-mail, magazine and regional snail-mailing (these usually produce best results).

*** A burgee or item of PCA clothing will be given to all hosts of PCA events/rallies

We have been using this printer for quite a few issues now and are so pleased with the quality that we think we should tell you who it is:
Mark Fawcitt at GS Print (Yeovil) Ltd, Unit 11 Bartlett Park, Gazelle Road, Lynx Trading Estate, Yeovil, Somerset, BA20 2PJ Phone 01935 472456 www.gsprintyeovil.co.uk

IT IS TIME!

When the summer is finishing most of the people think of going back at work, or of the start of the new school term for the children. It is also the time to print the photos of the summer and to dream of the past sail adventures with gloom. Some of you are waiting impatiently for the opening of the next boat show as that will be the only possibility to think boat during the winter… From day to day, from month to month and from autumn to spring most of the sailors are yearning for sea more and more, hoping for an early beginning of the next sailing time.

For sure you can visit the boat shows of the late autumn just for the fun but you can also do it to get some good ideas for the winter time works or repairs. Yes, because the winter is not the time to stop everything concerning the boat.

For those of you who are lucky owners it's time to plan the winter works: making a new hull paint, put a new varnish coat on the woods, wash the sails and repair them. That will keeps you busy for most of the winter week-ends.

For those who have been engaged for years in a boat construction, it is maybe the time to put one's back into it and hopefully complete and launch for sailing next summer.

For the lucky full time sailors it also time to think of the next Atlantic crossing for going to sail in the Caribbean islands during the winter. When will be the best date to start the crossing for getting the trade winds early? Where to sail by? Going South along the Portuguese coasts straight to the Canaries, and after to the Cape Verde before crossing by the southern way or sailing a bit more to the West for a direct course to the Caribbean across the Azores. Whatever the way you choose it is time to prepare the boat, to go shopping for the food and to arrange everything for a good departure with no surprise during the long crossing and a good return several months later.

So, to say it briefly, even in winter, it is always time to do something on the boat.

Lucky are the ones living in the Southern hemisphere for who it is the beginning of the summer sailing time… There are some days I dream of being a New Zealander...

Rémy.

P.S.: don't forget that winter time could also be the right moment to write an article for your magazine and to choose some pictures to illustrate it. In that case we will be very grateful to you for helping us to go through the winter without a nervous breakdown...

All members submitting articles for submission to the mag, will be entered into a drawing at the AGM. Prizes will consist of PCA clothing/burgee/items that have been presented in the money saving column for that year.

Articles for submission to the mag can be sent to the PCA Office or electronically to
pcatxt@pca-seapeople.org (for articles, simple txt is best, .doc (MSWord) is fine also)
and pcapix@pca-seapeople.org (for pictures or drawings) .jpg format preferred (others less so)
(pictures should be scanned in at 300dpi resolution and size should be no more than 300Kb please)
(please keep total transmission size to 500Kb or less, 3 x 300Kb files are easier to transmit/receive than 1 @ 900Kb)

©2007 Polynesian Catamaran Association All members contributions in the form of articles, letters and photographs (B/W or colour print or transparencies) are welcomed by SeaPeople. All material will be returned to the contributor if requested. In any event the PCA can accept no responsibility for loss or damage to contributions. All material accepted solely on the basis that the author accepts the assessment of the PCA as to its value. All material submitted to the magazine is accepted on the basis that copyright in the work will be vested in the PCA who assumes all rights world-wide, in all forms and media. Reproduction in whole or in part without written permission is prohibited.

JIM'S COLUMN

After a long time of absence it is with a really great pleasure that we can read again some words from James Wharram who also became recently our latest PCA chairman which is, after all, the only fair in the end for the one who instigated a great part of our style of navigation (& of life?)...

At the Beale Park Boat Show (8-10th June) near Reading on the river Thames, Hanneke and I, shared a stand with the PCA, i.e. Ken Hook and the large PCA display tent.

Ken was working hard trying to persuade past PCA members and new Wharram owners to join and support the PCA. This is not a new problem in the PCA, or other members clubs either. In these days of instant Web communication the question is: "Why do we need formal groupings with committee and President, Chairman, or as the present committee of the PCA is insisting, a Commodore?"

From the beginning of my design career (God, that sounds pompous!) as an 'individual', I have been working with and for other 'individuals'. This has been successful in that with about 10,000 designs sold, as a group, there are more individual 'Wharrams', (if I can use that term) builders, sailors or enthusiasts, than any other Multihull sailing group in the world. But, as 'Individuals' in the present world of ever-increasing regulations, RCD, MCA etc. (and similar regulations in other parts of the world), **we count as nothing.**

For, on examination, one can see that many of these new regulations have been made for the benefit of large scale business interests, or by bureaucratic structures to get more power to justify their existence. (Power to a bureaucrat means personal prestige and usually a rise in salary.) Such is the way of our society, an 'individual' against a determined regulatory committee rarely stands a chance.

A determined Committee, however, representing hundreds (and speaking for thousands) can take on Government regulatory committees, representing big business or bureaucratic Directives.

Member clubs, as against individuals, can have problems too. Many in Britain are established to preserve outdated social structures. Some people can manipulate a members club for their own financial or social benefit. This is why 'Individuals' often 'refuse to join' as a matter of principle.

There is a well-worn truth, now a cliché, which says "Divided we fall, United we stand". It is time for the many of the Wharram owners, sailors and enthusiasts to formally stand together in the PCA to protect their concepts of 'individuality', not just for themselves, but for the many others in society who, as I heard at the Beale Park Boat show, also feel threatened as sailing 'individuals'.

.....

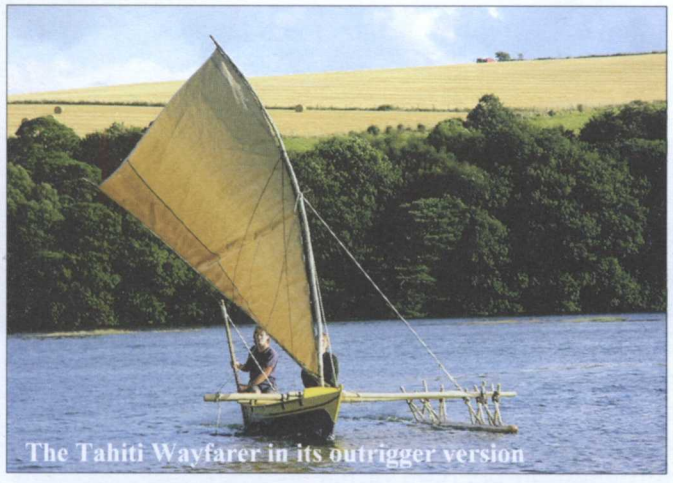
From the deeply serious to the more relaxed Beale Park Boat Show. Large international boat shows have become an industry in themselves. The London Boat Show has been losing its annual visitor numbers for several years. The reasons are many including high expense for both the exhibitor and the visitor.

London is a special case, but reports from other large international boat shows also show a declining interest from the would-be boat owner/ buyer with limited finance. Large international boat shows are beginning to lose that 'friendly buzz'. Beale Park open-air boat show, held around a small lake in beautiful countryside, with a gate into the River Thames and free camping on site, with exhibits mainly built in wood of up to around 30ft, is attracting visitors and exhibitors who create this 'buzz'.

For the last five years we have been concentrating on professionally built craft with designs of up to 65ft (20 metres) built in the Philippines, Thailand and recently, India. Also in recent years, as a member of a group of maritime

The 16ft Melanesia

archaeologists, I have been working on studies, from the perspective of sailor, builder and designer, of ancient sailing craft, obviously specialising in Pacific Craft. The first design we did from these studies was the 16ft Melanesia outrigger canoe (hundreds of which are now built


The Tahiti Wayfarer in its outrigger version

and sailing); the next was the 21ft Tahiti Wayfarer (exhibited at Beale Park), which is based on the lines of a type of double canoe observed by the early European explorers in Tahiti and the surrounding islands.

The present flag-ship of this Ethnic fleet is the 37'6" (11.50m) ancient Tikopian design, the Tama Moana (Child of the Sea). A boat which, with its' lines and sail rig is fully acceptable as a replica ship (and hence exempt from the RCD!). The two

The Tahiti Wayfarer single masted at Beale Park.

ship (and hence exempt from the RCD!). The two built and sailing are already giving important data on the real sailing abilities of Ancient Pacific Voyaging Canoes.

The Tahiti Wayfarer in her "ketch" version.

From exhibiting the easily car trailable 21ft Tahiti Wayfarer (cost in materials under £1,000) at Beale Park, and seeing the public reaction to this craft, I am encouraged to work on a bigger 26ft 6in version, still a trailable design; lighter, cheaper and simpler than the Tiki 26.

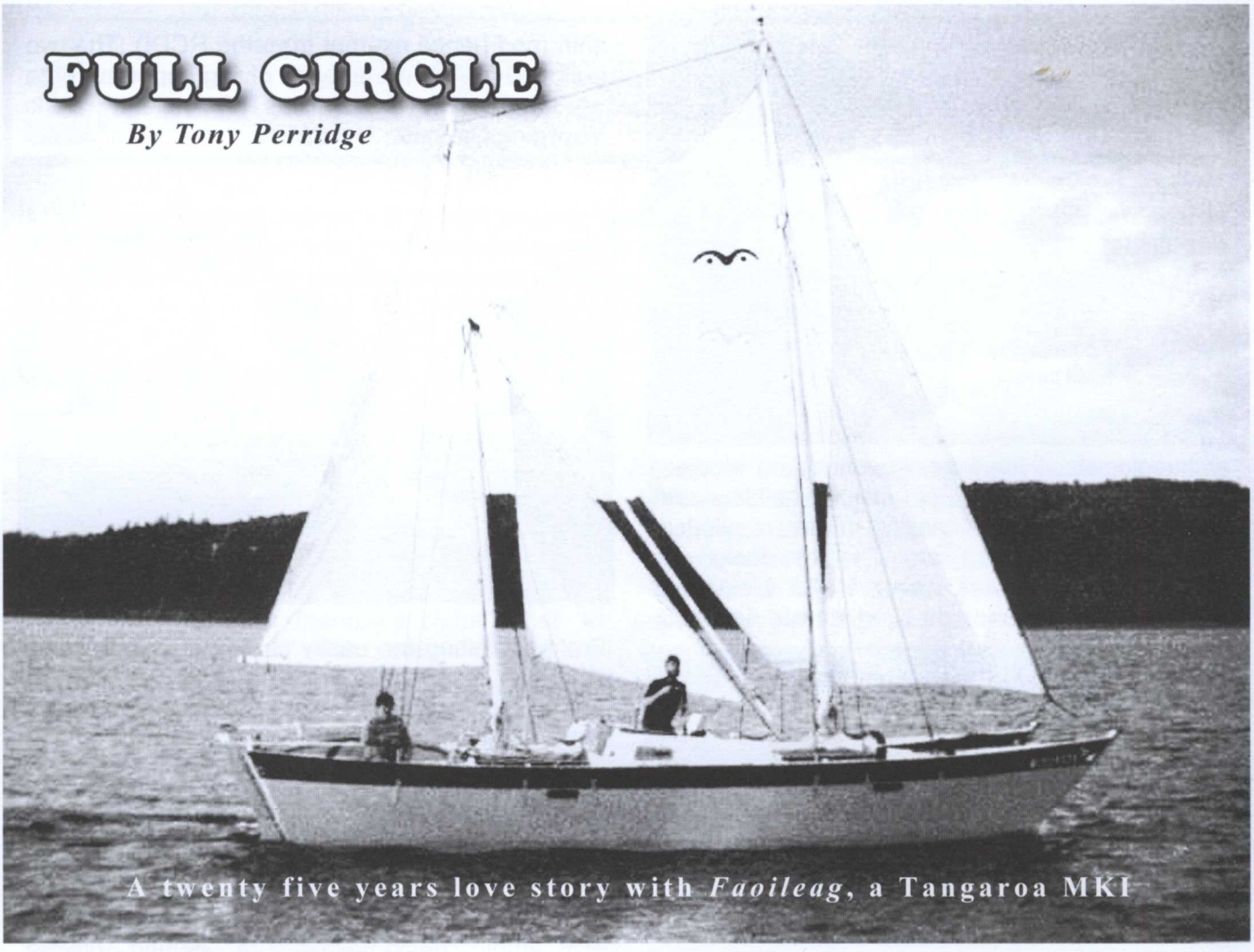
At one Marine Archaeological conference I was able to point out to cash-starved Marine Archaeologist University Professors that through our ethnic designs we are getting private individuals to put thousands of pounds (£s), in materials and their time, into Pacific Marine Archaeological Research projects. I do not think they believed me... well, it is happening. Another area where a strong PCA could both benefit and help. Get to it members!
James.

(Tahiti Wayfarer Plans are complete. Hanneke has made the final construction sketches for the Building Manual. The cost is thought to be £245

Tama Moana, actual flagship of the ethnic Wharrams

FULL CIRCLE

By Tony Perridge



A twenty five years love story with *Faoileag*, a Tangaroa MKI

Tony Perridge joined the PCA way back in 1972 and so his association with James Wharram and his beautiful designs goes back a long way. He don't have a boat any more, having sold his Tangaroa, "Faoileag", and he now enjoy the simplest of craft, a sea kayak.
Looking back on his years with Faoileag, he decided to write an account of his life with her, mostly so that he could recapture it all before the memories faded. He envisaged two or three pages, but it grew a bit beyond that and could almost have been a small book if he added all the articles that he have sent to the PCA over the years. For what it's worth, here is the story.

My love affair with Polynesian catamarans started at the London Boat Show in January 1972. I'd dragged my wife, Pat, there, looking for a boat to take us to Canada and a new life. I was young, naïve and optimistic – when you are only 28 years old anything is possible and, although we had very little money, my boundless enthusiasm enabled me to disregard this fact.

A year before, I had bought my first boat. She was a 24ft Eventide sloop, a plywood bilge keeler designed by Maurice Griffiths and called "Gypsy Belle". In her I learned to sail and navigate after a fashion. Back in the early seventies, RYA courses were thankfully unheard of and you learned to sail by going out and actually doing it. With Reeds Almanac and Mary Blewitt's book on navigation, together with Practical Boat Owner magazine, all you needed was a good dose of common sense to keep you out of serious trouble. I read voraciously all the books in the Edinburgh library on single-handed sailing and envisaged myself cruising the oceans of the world. However, a year with "Gypsy Belle" was enough for me to realise that she was not the right craft for the job, hence the visit to the Boat Show.

My initial plan was to buy a Macwester 28 fibreglass hull and fit it out myself, but by the time I had worked out how much the completed boat was going to cost it was obviously far beyond my means. So, there I was, dragging a bored wife up and down the aisles, looking for the impossible. Then in a corner of the Show, I came across the Wharram stand and on it was a model of the Mk1 Tangaroa. It was love at first sight. It

just looked so *right*, simple and elegant and with those wonderful raking masts. I still think that it is Jim's most beautiful design. I was told that I could build it in only 600 hours and for as little as £350. In fact, when "Faoileag" was launched she had cost me £2000 and I had taken 2000 hours to build her, but I think that was probably down to me opting for the best materials that I could find and being a pernickety, slow worker.

We went back home and I sent £35 off for a set of plans for the Tangaroa. I had never worked with wood before and had a happy day going round tool shops buying a complete woodworking tool kit. Since I had no electricity, it was only hand tools that I bought. I then thought that I'd better practice a little before starting building the catamaran, so I designed and built a 12ft cold moulded sailing dinghy. With this vast amount of experience behind me, I confidently set-to to build my dream boat.
At that time, we lived in a small caravan in the corner of a field on the outskirts of Edinburgh and

the farmer kindly allowed me to build a temporary shed for the construction of the boat. I erected a huge, box-shaped frame of two by two timber, covered in a clear polythene sheet. This blew away twice in winter gales, but was easily re-erected. However, it was horrendously hot in the summer and, being flat roofed, collected great bulging bags of water when it rained. After it blew away for the first time, I re-designed it with a peaked roof to shed the water.

I started cutting out the plywood bulkheads and keels in May 1972. After cutting what seemed like miles of ply with a hand saw, I saw the light and acquired a defunct petrol/paraffin generator, rebuilt it and bought a small Black and Decker drill with a saw attachment. This doughty little tool served to cut the plywood for the whole construction as well as acting as drill and sander.

By December of that year, the first hull shell was finished, complete with glass cloth and epoxy sheathing, ready for turning over. At this point, a gale conveniently blew the shed away, giving me more room for that operation.
There has been quite a lot written over the years in the PCA magazine about ways of turning hulls

over. I couldn't afford the beer to hire the recommended rugby team, but I did have a wife, a long lever and two old mattresses. This is how you do it:

Use the lever to lift the hull at one side as high as you can and get your helper, (it doesn't have to be your wife), to put blocks under the bulkhead frame extensions to keep the hull at that angle. Now get a block to go under your lever and crank the side of the hull higher still and then the helper puts bigger blocks under the frame extensions as before. Keep doing this until the hull passes the point of balance and falls on its' side onto the mattresses that you have strategically placed in the correct place. Use the same method to keep turning the hull until it is upright and can be firmly supported.

It might seem a trifle crude, but I reasoned that if the hull fell to pieces at this point, then it wasn't strong enough anyway!

Work slowed down in the depths of the winter, but come Spring, I was hard at it again. By July of the second year, both hull shells were finished and work commenced on the insides. I built, varnished and painted all the bunk cabin interiors before putting on the decks, because it was easier working in the open. The second year was hard mentally, because progress seemed so slow. The drawback of a double ended catamaran is that you have to do the same job at least twice and sometimes four times to complete the job and this gets tedious.

By the end of the third year, the hulls were complete and work on all the ancillary parts was going well. I still can't recall how I managed to find the money to keep building, because by now we had one baby and another on the way, so Pat was no longer working. I did have some amazing luck, such as the gale that blew part of my boss's roof off onto his sailing dinghy, completely wrecking it. I was able to sell him the dinghy that I had built as an exercise and this paid for the sails for the catamaran.

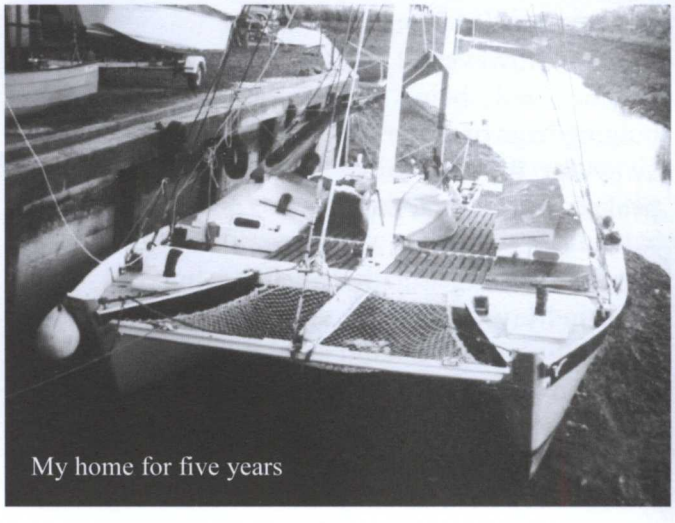
Early in the build, I had decided to use solid Sitka spruce for the masts. I contacted the Forestry Commission and met a forester in a local plantation. We wandered about, looking at this tree and that, and finally selected two that looked about right. Two weeks later, they were delivered to me and I realised that they were enormously over-size. I hired an electric planer and spent a day reducing them to the right dimensions. I ended up with fifteen bags of shavings and a very sore back, but was able to sell the shavings to a pet shop for litter! As the masts gradually dried out, huge vertical shakes opened up, but I filled them with soft stopper and, thirty years on, they are still sound. I see from my records that the two trees cost me £12 plus £5 for delivery, a week's wages for me then.

On the 14th of June, 1976, my boat was launched. I named her "Faoileag", which is Gaelic for seagull and she floated as lightly as her namesake. I was exhausted. Never again have I put so much sustained effort into any project but the result was

Launching day

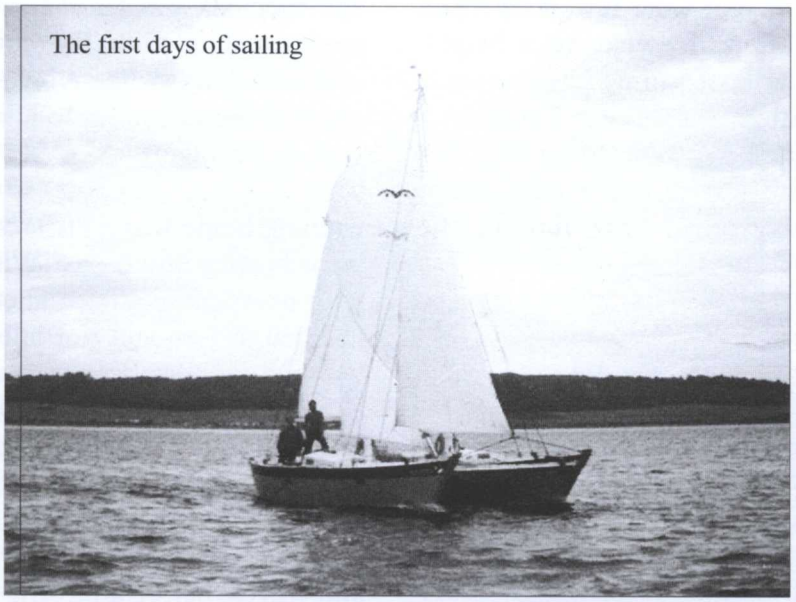
an immense bond between me and this thing that I had created. Rational sense tells me that a boat is only a few pieces of stick and string, artfully fashioned, but the experience that I had one winter's night casts doubt on this.

I had come home from work, tired and dispirited. I walked into the caravan to be met by a wall of noise and steamy heat, the baby crying and Pat in a foul mood. I turned about and went outside to where the two completed hulls were standing. In the starlight, I saw the lovely, raking stems, seemingly already reaching for the horizon. I slowly climbed aboard the starboard hull, went below and lay face down in the forward bunk cabin, on the bare wood. Then a strange


My home for five years

transformation occurred and instead of it being me lying in the boat, I *was* the boat, standing out in that field, under the stars. This strange feeling of oneness with Faoileag lasted until the eve of my final betrayal of her, over twenty-five years later.

The first sail was a disaster. I had decided to be a sailing purist and had fitted no engine to the boat. The fact that I had no money to buy any sort of engine had a large bearing on this. Faoileag was tied up in the harbour at North Queensferry on the Firth of Forth where she had been launched and on the morning of this momentous first sail there was not a breath of wind. With Pat and the children on board, I got the yard boat to tow us out of the harbour and I dropped the anchor. It was a bright, sunny morning and within an hour a breeze had sprung up. This quickly increased to quite a firm wind, so I hoisted the jib and mizzen and then went forward to raise the anchor. I couldn't shift it. The windage on the boat was too much for me to gain even an inch. I got a couple of fenders and tied them to the end of the anchor chain and then cast it over the side where it promptly sank because there wasn't enough buoyancy in the fenders to carry the weight of the chain. Goodbye to a new 45lb CQR anchor and 30 fathoms of bright, new chain.



The first days of sailing

Free of restraint, Faoileag quickly paid off and I sheeted in the foresail. She picked up speed rapidly but we were on the wrong tack and were now sailing straight towards the harbour wall. I put the tiller across, expecting her to tack like a monohull, but she came up into the wind, stalled and then fell back onto the same tack. A few seconds later, we crashed into the harbour wall at about five knots. I was devastated. All my work and dreams destroyed in the first sail. By the time I had got the sails down, the yard boat had come out and we were towed ignominiously back into the harbour.

I lifted the starboard forward hatch and went down into the forepeak, expecting to see water gushing in. Nothing, not even any sign of movement. In the port forepeak, it was the same. The only damage, apart from to my self-confidence, was some scoring to the forward face of both stemposts. From then on, every time I painted Faoileag I saw those marks and remembered that day.

I had learned one of the basic lessons of seamanship regarding Polynesian catamarans. Never, ever, get into a situation where you no longer have room to wear ship if she fails to tack. Over the years I learned to sail Faoileag properly and she very rarely missed stays, but I always had it in the back of my mind that she might and so tacked early.

The next day I put on my diving gear and recovered the anchor and chain after a long search.

The rest of that summer we sailed around the Forth, gradually learning what Faoileag was like. Apart from occasional gratifying bursts of speed, she was largely disappointing, unreliable in stays, poor to windward and carrying much lee helm. Pat was frequently seasick. I wallowed in misery, feeling that all my work had been in vain. I put Faoileag up for sale, but there were no takers.

One day I was sailing with a good friend, Crispin, when he mentioned that the plans for the boat showed the masts well raked, whereas I had rigged them vertically. "Why not rake them as shown on the plans?" he said. Well, I thought, nothing ventured, nothing gained, so I raked them aft, 1 inch to the foot. The effect was astonishing. She was closer winded, tacked much more readily and now carried just the right amount of weather helm. I also found that with the tiller lashed she would sail herself to windward better than I could when steering. Sailing up the east coast to Aberdeen, she sailed herself for over 20 hours without touching the helm.

The following year, 1977, I got a new job so we moved to Inverness. Early one morning in late April, Crispin, his wife Jenny, a friend Ian and myself left North Queensferry to deliver Faoileag to Inverness. When I look back on this time, I am amazed at just how inexperienced we all were, but we were quite unaware of this and set off, full of confidence. We had decided that, since this was a delivery trip, we would just keep going until we arrived in Inverness. By the time we left the Forth and turned north, Iain had retired to his bunk, not to emerge until we reached our journey's end. He was not a natural sailor.

By late evening we were passing Arbroath and set watches for the first night sail that any of us had ever done. The wind was light and the hours of darkness at that time of year were few, so it was a gentle introduction for us. I awoke to a bright, fresh morning with the boat sailing easily over a calm sea. In the late afternoon we rounded Rattray Head, where we turned West, heading into the Moray Firth. The wind was now from the North giving us a comfortable broad reach through the second night.

Lunchtime on the third day saw us sailing into the entrance to the Inverness Firth with an escort of five bottle nose dolphins to welcome us, but then the wind died and we had to motor the last nine miles to Faoileag's new anchorage. Despite my initial ideas about the purity of sail, I had rapidly come to the conclusion that an engine was pretty much essential and so I had installed an ancient Seagull outboard on a lifting bracket attached to the aft connecting beam. This would give us about four knots in a flat calm on the odd occasions that it condescended to work.

The trip of 230 miles had taken us two and a half days, but we were all quite pleased with ourselves and I felt that a trip further a field was possible.

Motoring on a flat sea

Accordingly, later that year we set off to sail to Kirkwall in Orkney. This time the crew consisted of myself and Pat, with our two toddlers, and Ian once again, but this time with his wife Margaret and their six month old baby. Given the ladies' preoccupation with the children and Ian's sea-sickness, I was effectively single handed, but we covered the 120 miles to Kirkwall in just 24 hours with no problems.

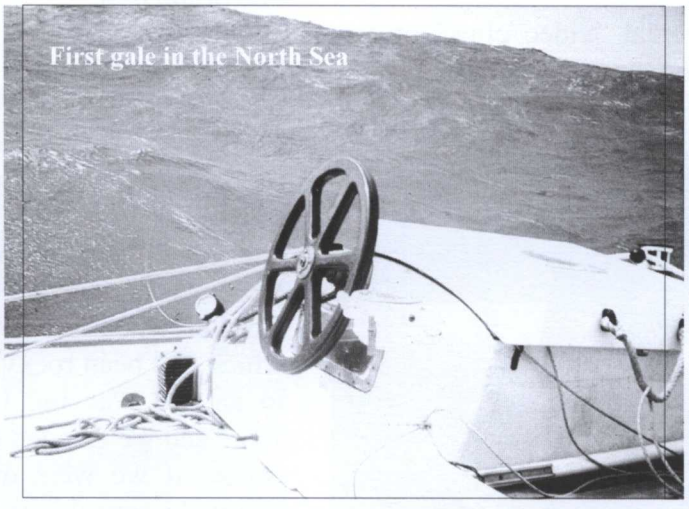
Coming home was a different story because as we were beating south past Wick, the wind rose and with everyone getting rather sick and fractious, I decided to turn and run into Wick for shelter. As we motor-sailed into the entrance, the ancient Seagull chose that moment to fall off its' bracket into the water. We were being rapidly set down onto rocks at the harbour entrance and I only just managed to get the anchor down in time. We hung on there for an anxious hour, buffeted by the wind and waves, before a passing fishing boat gave us a tow into the harbour.

Without the engine, it took us another day and a half in variable winds to get back to Inverness and the whole experience was enough to put Pat off sailing for life. From then on I was a real single handed sailor.

For the next year I day-sailed locally, but I felt

that Faoileag was big, cumbersome and awkward to handle. Then one of those serendipities that has blessed my life occurred when I got a job as bosun on a small sail training schooner called The Robert Gordon. The Bobbie Gee, as she was affectionately known by the crew, was a 65ft, 60 ton steel staysail schooner with a 15ft beam and a draft of 11ft 6in. Her captain was Iain Smith, a man of immense knowledge and equable temperament. Together with Liz the cook, we took parties of students and school kids all over the West coast of Scotland and sometimes over to Norway. It was a wonderful time and I learned so much about seamanship from Iain, but more importantly, under his influence my whole attitude to sailing changed.

I realised that Faoileag was actually a very small boat and all her gear was easily handled. Iain taught me that there was almost always plenty of time to stop and assess a situation and take the correct action instead of reacting blindly in a panic. He also showed me how to rely on my intuition and gut feelings when at sea instead of slavishly following the rules and to have faith in my own abilities.


First gale in the North Sea

I decided that I wanted to undertake an offshore passage. Living in Inverness, the obvious destination is Norway and so that was where I laid plans to visit. That winter I bought a Reliant car engine, complete with radiator, fan and four speed gearbox and installed it in a box hung by lashings under the centre deck. A 12ft scaffold pole, connected via a universal joint, took the drive to a stainless steel propeller that I had found in an industrial scrap yard. This prop had been in a dog-food mixing machine and had a monumental pitch. When reverse was engaged, there was a great boiling of water and everything stopped as if you'd caught your braces on a door handle. Going ahead wasn't so good, though, so perhaps the prop was on backwards – it was such a strange shape that it wasn't possible to tell.

Close quarter manoeuvring in a breeze could be challenging. To stop, I had to dart forward from the tiller, shut the throttle, pull the clutch lever, engage reverse, release the clutch and open the throttle. Once the boat had stopped, shut the throttle, pull the clutch lever, engage neutral, look around to see where the hell she was drifting, then choose one of four forward gears, (usually second, a good compromise between revs and power,) let go the clutch, give lots of power and dart back to the tiller and hope she gained steerage before disaster struck. I wasn't the best engine installation in the world, but it did wonders for my powers of anticipation.

So, on the 9th of June, 1979, I left Inverness, bound for Mandal on the southern tip of Norway. With persistent light, contrary winds, it took three days to cover the sixty miles to Portsoy on the Moray coast and from there, it was a further six days before I berthed in Mandal. I stayed in Norway for a week before setting off for the return journey.

In contrast to the outward trip, I endured two gales and blew backwards and forwards across the North Sea for nine days before finally creeping into Montrose. I was physically and emotionally exhausted. There had been heavy cloud for much of the crossing, precluding any chance of taking sun sights, so I was effectively lost after about five days. At one point I wondered if I had gone through the Pentland Firth in the night and had missed Scotland altogether, so I signalled a passing fishing boat who told me that I was just 60 miles from Montrose. Another gale blew up shortly after, sending me back towards Norway and it took four more days before I reached port. (Any one interested enough can find a full story of this trip in the July 1980 Sailorman).

This trip shattered my belief in myself as a singlehander. Sailing the boat was no problem, it was the tiredness and loneliness that I couldn't handle. However, as events will show, it took a long time before I finally accepted this.

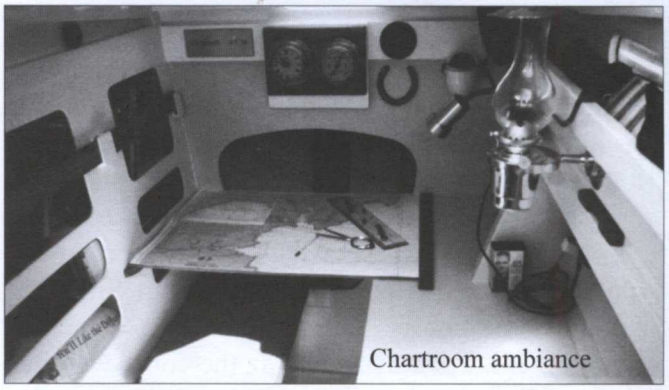
Time is a great healer and two years later I set off once again to sail to Norway. The goal of this trip was to attend the International Multihull Meeting

on the Island of Stavern, halfway up the Southern coast of Norway. This time I decided not to go alone and was accompanied by my friend Crispin and a benign German called Ted Stroever who had answered an advert that I placed in The Sailorman.

It was a very different trip from the first one. I was much more confident and experienced, I had a strong and cheerful crew and the weather was kinder. The passage from Inverness to Fraserburgh, our jump-off point for the crossing, had taken me three days on the 1979 trip. This time we covered the same distance in 14 hours. The crossing itself, which had taken me six days, we covered in just 56 hours, at an average of nearly six knots for the 330 miles. (See The Sailorman, December 1981).

I have a number of mental "video clips" of my years with Faoileag and one of the most vivid comes from this trip. It was late in the night, with

just enough light to be able to see, but without detail. We were close reaching in a force 4 to 5 breeze, moving fast and smoothly through the waves. Crispin and Ted were off-watch below, asleep. Faoileag was carrying what I called her Schooner Rig, that is, full mizzen, boomed mizzen staysail, (she was rigged as a trisail ketch back then), storm jib on the inner forestay and reefed jib, making her cutter headed. This gave her plenty of drive, but with a very low centre of effort. I was on watch alone in the cockpit, resting my hand on the wheel, feeling it moving gently as she shouldered her way through the seas. There was a Tilley lamp on the floor of the galley and the chartroom, for warmth and a low level light, and the comforting yellow glow shone through the windows. The spray breaking over the weather bow blew horizontally across the deck, turning from green to red in the glow from the masthead



Chartroom ambiance

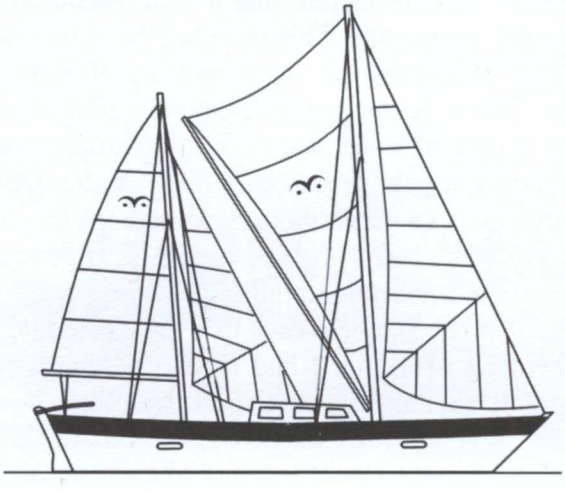
tricolour light. A trawler passed close by on a reciprocal course, rolling heavily. I wondered what they made of this pale ghost of a sailing vessel slipping fast and silently through the gloom. I was rested, fed and deeply content. I sometimes say that some of the best and worst times of my life have been on Faoileag. This was one of the best.

We had a great time at the Multihull Meet and returned to Inverness after another reasonable passage across the North Sea. All in all, it was one of the best trips that I ever had in Faoileag.

About this time, my personal life started to fall to pieces. I was made redundant from the Robert Gordon when she was sold and my marriage, which had been rocky for some time, finally came to an end. Pat and I had grown apart over the years and we decided that it would be better for all parties if we went our separate ways. It was a relatively amicable split and I was happy to leave her the house while I took Faoileag.

I was physically and emotionally wrecked, but that didn't stop me from deciding to fulfil my persistent dream of long distance sailing and so I prepared to set off for the Caribbean.

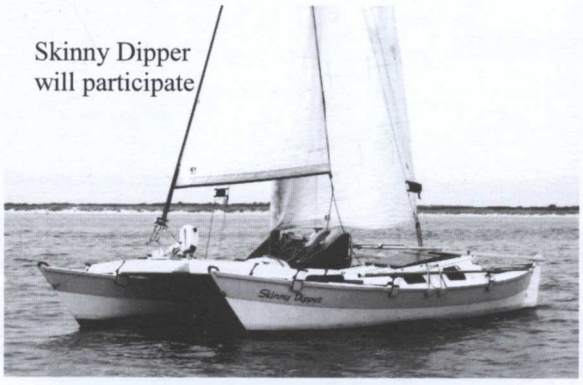
(Following in the next issue)



Mewsings from the ship's cat

With the editor's PURRmission, I hope to send in an occasional article or two, which may be of interest to those of us who love sailing, or would do if we were braver!

There is an informal race across the Atlantic called the Jester Challenge. This dates back to a time when there was a friendly bet between two men, with boats under 30 ft in size, crossing from the south UK to America, and one of the boats was called Jester. The original race has now grown and been formalised into the OSTAR Race, but along with the new rules and regulations, it will now only accept boats over a certain size (30 feet). Jester's owner's wanted something less formal, something he could enter in, and more friendly, so the Jester Challenge was formed. Any boat is welcomed - monohull or catamaran, any size under 30 feet, anything over is by invite only, it is still a single-handed sailing race, but the seaworthiness and safety of the boat and skipper is totally the skipper's responsibility. I don't believe that there is any monetary prize or cup, just a medal and the sense of achievement.


Skinny Dipper will participate

So, how to prepare – well here, I have watched and listened to discussions about food and drink, what is the best to take – dry or tinned (obviously you would start with a supply of fresh food), and how much water to take, and storage of it all. Then there is what maps will be needed, where to get them, etc. Lists have been started, and hopefully after a few trial runs, will be amended and updated. Trial runs seem sensible, and involve living aboard for perhaps a week or two, maybe without human contact, and (definitely not nipping to the shops because you've run out of something!) so sort out what food works best, what pans are best, see if bread can be made, what stores well, and if catching fish is feasible.

Then there is the actual boat – this needs to be sound, are all beam lashings good – not frayed or worn, do any need replacing, are the beams up to standard, shrouds tight, sails good, anti-fouled? Just some of the things that need to be thought of , so maintenance should be done well before setting off. Radios is seems aren't obligatory, but it is probably sensible to make sure that all emergency equipment, such as flares and life jackets, are safe and in date.

One other thing is to look into how the skipper is to communicate with those left back at home, keeping things ticking over. Which is best, a mobile phone or satellite phone? These will need to be able to be recharged using the solar power, via the solar panel fitted somewhere on board, so power consumption is something to be aware of. This is one area that any tips would be appreciated.

The Jester challenge is doing a shorter trip to the Azores – for those unfortunate people who have to work, or have deadlines to meet, and so can not get as much time off to be able to do the trip crossing the North Atlantic. Don't forget, once you have reached your destination in the US, with your boat, unless you are planning on staying there, you will need to bring yourself and the boat back !

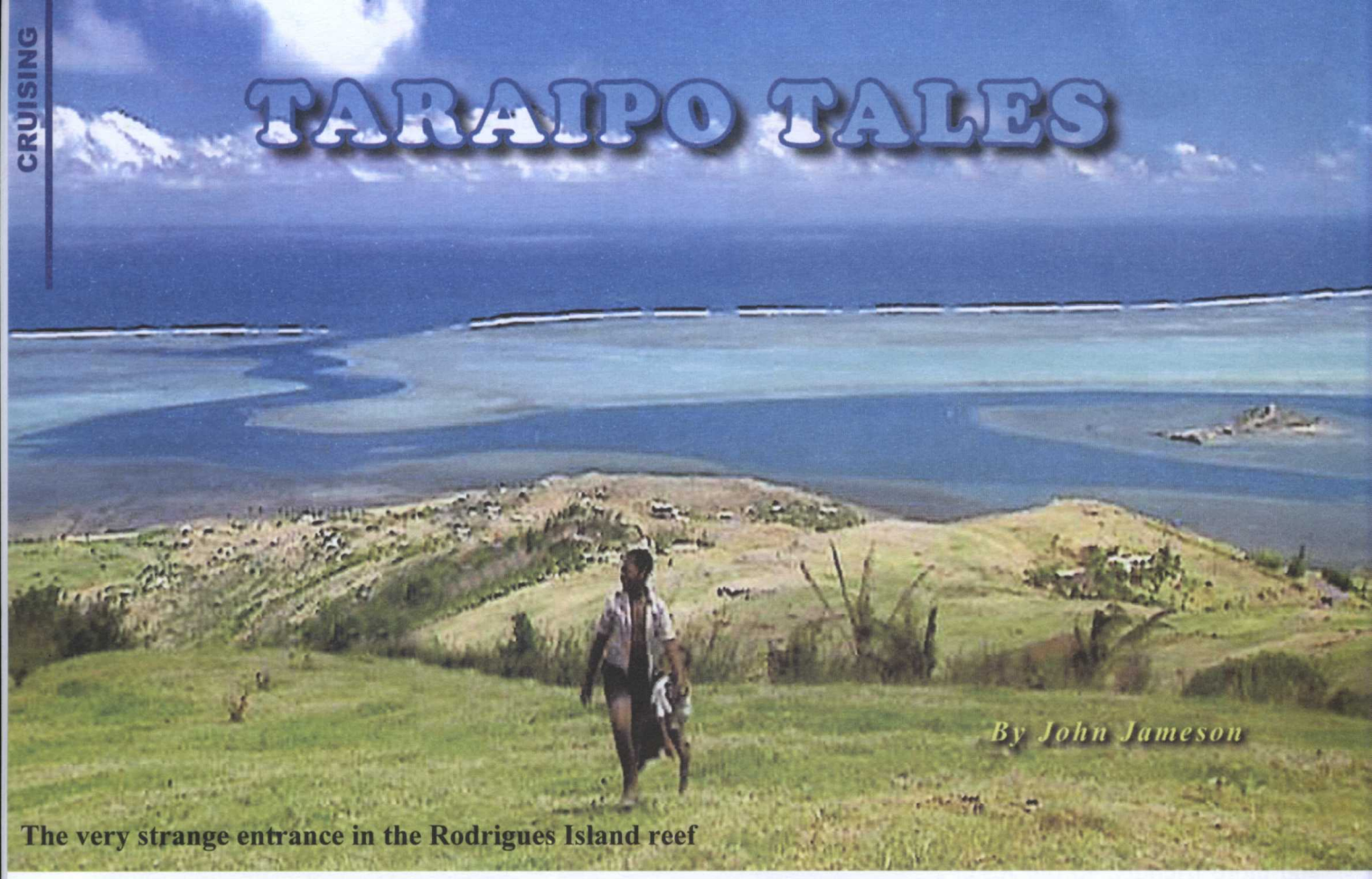
There are several Wharram boats that have signed up, hoping to enter the challenge, Rory Mc Dougall with Cooking Fat amongst them, as well as other types of catamarans and monohulls. The website of the Jester challenge has more and better info about the history of the Jester and the Jester Challenge:
www.jesterinfo.org

Cooking Fat

(from Pixie)

TARAIPO TALES

By John Jameson



The very strange entrance in the Rodrigues Island reef

3400 miles of water has flowed between the hulls of Taraipo during her Indian Ocean crossing. Now it's time to remind the best stops and places we have visited. Some have given to us a taste of paradise...

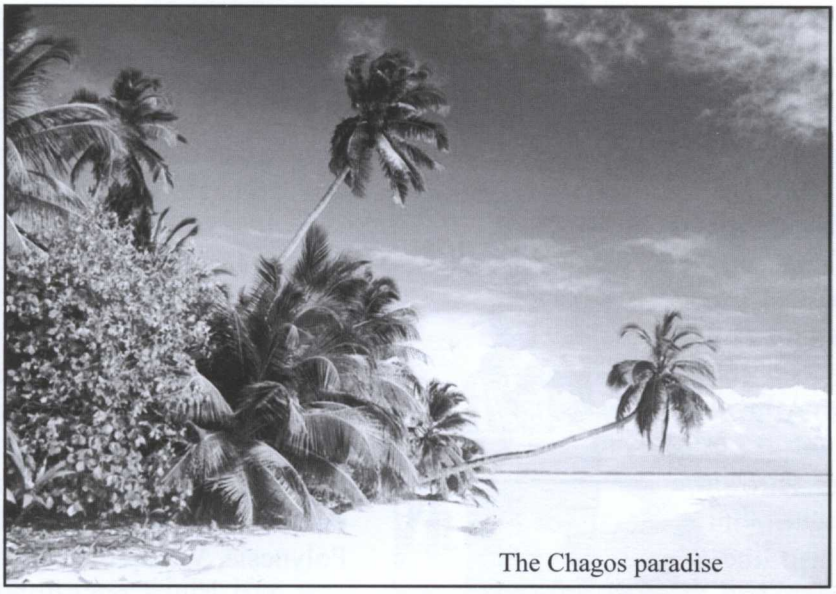
Malaysia was probably the friendliest, efficient and cheapest destination we have yet been to. Thailand was a bit of a shock, the waters are bumper to bumper, highly illuminated fishing boats at night and every anchorage is buzzed by high powered speedboats (2x220h.p.) by day. Phuket is a sprawling metropolis & Tesco is here like Makro is in Bali, not too ethnic.

Sailing from Phuket past the Andaman Islands to the Maldives was very gentle (we skipped Sri Lanka - too expensive for us), under Soling spinnaker only (reduces mainsail wear & makes gybing painless with a tack strop on each bow). Twenty three days , no fish, no birds, no ships, nobody - sun - sea and swim everyday, in off the bow & drift back between the hulls to catch the stern ladder as it goes by, for a bit of excitement.

Addu atoll, 40 miles south of the Equator, is only eight feet high, and its lagoon is about twelve miles across. We cruised gently into the pass at 10 am and were startled to discover that none of the buoys on our photocopy of a 70yr. old chart, were in place, so we eyeballed our way through the reef, and on to anchor off Gan island to check-in the Maldives. There we discovered a great little natural harbour, not on the chart, but shallow & right in the 'middle of town', the best way to get known, with windsurfing & snorkelling along the reef daily, like swimming in an aquarium. Very friendly, mostly Muslim islanders, & no petty crime, and all the fresh fruit & veg you need, 'tho fresh water is a problem. Fortunately we had a few mega downpours & were able to collect enough water from our biminis to top up our 12x20 litre jerricans.

Maldives Islands: undreds of atolls up to the skyline...

We knew that sailing south to Chagos against the prevailing south easterly wind was going to be difficult, it was worse, 1 ½ knots of current against, made the going very slow, even backwards at times. Eight days later we arrived in a sailing paradise - no people - no distractions ashore, thousands of square miles of sheltered waters, and challenging and un-predictable winds - strong @ times. But its hot, and sunny and blue, 'n palm trees 50 feet high, dense green vegetation, some citrus trees, enormous coconut crabs, beaches further than the eye can see. There's a bit of tide, 1 metre, to keep things clean, raucous bird life, a booby ate our masthead fly on the way in through the pass, we had to stop the wind generator or have chopped bird for lunch. On arrival we anchored on a small steep sandbank & did not move for a fortnight. We ate fresh fish every day. Just drop your line over & your catch something - the place is teaming with fish of all kinds - no fishermen are allowed near the place by the British Indian Ocean Territories, Fishery Patrol - they took $100 off us for the privilege of anchoring there - thank goodness most other countries are not so mean.



The Chagos paradise

We had an amazing couple of months there, most of the time on our own in Peros Banhos atoll (30 miles in diameter) but enjoying the company of the crews of 30 other yachts passing through on their way to destinations east & west, some staying up to 5 months in Salomon Atoll (5 miles diam.) Nicole was glad to catch up with some real people, who watch DVD's aboard, party ashore, & she was a bit of a star on the volley ball court (cleared by the American crews) daily at 4 pm & JJ starred on boules alley (cleared by the French crews). The windsurf & dinghy sailing was just heavenly and safe. The place is sheer magic & there is lots of 'local knowledge', waypoints and expertise available among the crews. We traded our charts from Aus to the Maldives for charts of the Seychelles, Madagascar & Africa and Sylvie, Philippe & Tom (13 yrs old & a great fisherman) from La Reunion lent us an old chart of Rodrigues & with some greaseproof kitchen paper we made a tracing so that we could go there. Most of the other yachts thought we were crazy to attempt to go upwind in heavy air, with our wee Wharram catamaran.

It was rough, it was hard (as usual Nicole threatened to fly home to Zurich if there was an airport in Rodrigues) but we managed to do the trip on one tack (port) reaching for the last few days under no. 2 jib only. And now we have been here for over a month, we are not sure why we decided to come here, but we have enjoyed every minute of our stay, despite JJ requiring a stomach hernia operation in the local hospital (no heavy lifting for 3 months). Thank goodness Nicole is au fait with the 100' of 6mm chain & the 16.5 kg Delta anchor, to which we currently swing.

Surprisingly the island is highly populated (35000) sophisticated - everyone speaks French, Creole and English- & affluent, strongly supported by Mauritius (320 miles away), with schools, churches and good hospital, and yes an airport, but Nicole has not been tempted to head that way yet. But she was tempted to thumb a ride with Roddy + the Blue Dynamite sport fishing team in their 250 hp. speedboat, they came home with a record catch of 2 sharks (one Tiger shark 550 lbs.), 8 Bonitoes & lots of little fish.

There is good farming, fishing & the women spike octopus on the coral reef. Most of the fishing is done under sail from narrow, 21 feet, lateen rigged punts. There are over a thousand of them moored around the island (10 miles long & 1200 feet high) & we were the first yacht to arrive this year + hit the weekend of their annual regatta - 350 sailors, 1000's of spectators, Sega music, sponsored by Phoenix beer. Yee ha! Mauritius next stop.

Where do their names come from?

Each PCA member knows that James Wharram has a particular love for the Polynesian crafts. Most of them in the catalogue have a Polynesian (or Oceanian) name but what are those names' meanings? We give you here some explanations that will also give to you a taste of the very rich Polynesian culture.

By alphabetic order:

Ariki: it is a Samoan word for King. You can find similar words in other Oceanian languages: Ari'i in Polynesia and also Arioi.

Ariki

Hina: She is the Hiro's wife (a demi god of Polynesia) and also the daughter of the sun and the moon.

Hinemoa: She is a woman in the Polynesian mythology who achieved a tremendous swimming feat.

Hitia: is the Polynesian word for East; *Hitia ô te râ*: the point where the sun rise.

Maui: name of one of the Hawaiian Islands but Maui is also the name of a famous Hawaiian demi god and trickster who snared the sun and discover the fire. The word means also magic.

Narai: sounds like a Polynesian name but it is not. It is a character of a book that James Wharram enjoyed very much. If it was a Polynesian name it would means fair sky from rai: sky and na: to be calm.

Oro: is the name of the God of war and fertility.

Pahi: it is a generic word in the Tuamotus Islands language for meaning boat but in the Polynesian language it is specifically used for the double canoes. The generic words that you mostly find in the other Oceanian languages for boat have an other root as Waka in Samoa, Va'a in the rest of Polynesia, Walap in Fidji area.

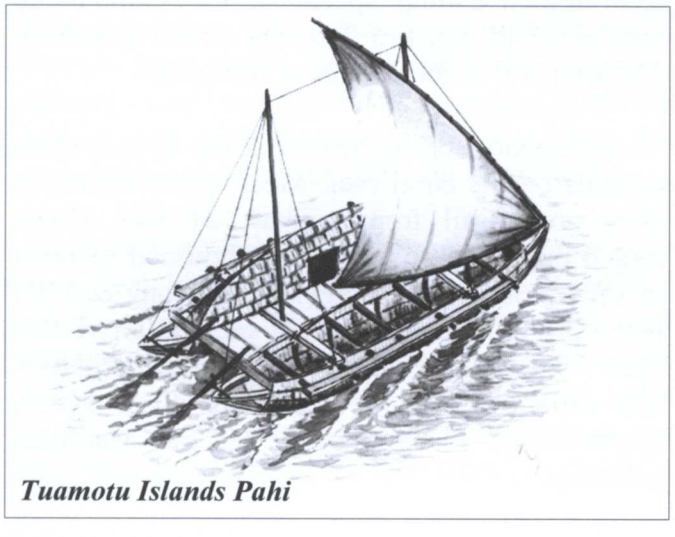
Raka: he is the God of winds.

Tane nui: is a tall man. Tane is a generic word in Polynesia for man but also for husband or boyfriend.

Tangaroa: God. Creator of the seas in Polynesia. He is like the God Father the catholic religion or Zeus or Neptune in the ancient religions.

Tiki: specific Marquesan word for the statue which is a God representation. The Polynesian word is Ti'i. Tiki is also a legendary name of the child of the sun.

Tikiroa: is a tall tiki from tiki: statue and roa: long.



Tuamotu Islands Pahi

Marquesan Tiki

MISSED ANNIVERSARY

Nico Boon, who is a very enthusiastic reader of Sea People, have sent to us a short note for saying that the last issue (# 67) have been the hundredth one of the magazine if we count the first issue of the Sailorman (which was the former name of the mag). It even existed a # 0 printed by the end of 1967. To celebrate this missed anniversary, as others celebrate the Woodstoke rock'n roll concert, he sent a copy of an article printed in the first issue of Sailorman that you can read in the following columns. Today we hope to keep you as readers but also as writers in the way to celebrate the # 200 issue in the future... Happy birthday!

The proverbs of Anuanua (by Ken Patterson)

Behold in the first year of Tangaroa did Jim say to Ken:
"Thou shall build a great ship and the length thereof shall be thirty-four feet, and the breadth thereof shall be fifteen feet" and behold, Jim did draw such parts of the ship as he thought fit and Ken did begin the work thereof. And Ken did call the ship Anuanua – Rainbow.

However, it came to pass whilst Ken was building that Jim did still continue to devise instructions for the same and behold, some of these wise words did reach Ken after he had built the parts to which those wise words referred, and his wrath was very great.

During this time did Ken learn many things which were not in the wise words of Jim, and these revelations are now set down so that others following after, may learn there from and cease to call themselves clots.

1. When thou art gathering materials for thy ship, seek ye many prices for the same materials and great shall be your surprise at the diversity thereof, but be ye careful to ask only for what is best and of high quality or the draught of thy ship may be many fathoms.
2. When thou settest up thy bulkheads, make thou doubly sure that they are exactly at right angles to the keel, or thy crossbeams which bear against thy bulkheads will not fit, and thou wilt look like a fool.
3. It is not easy for a second hull to look like a first hull. Therefore take thou great care to set thy stem and thy stern at the same angle in each hull or men will say that your ship is as the ear of a pig.
4. When, perforce, thou must join two or more pieces of timber to make one stringer, do thou make the joint at a place that will not be in the way of thy seats or thy table or thy bed. Do thou make thy butt blocks at least two feet long and do thou set thy glue well before thou bendest the stringers around thy hull, or thou wilt hear a great rending sound.
5. When thou coverest thy ship with plywood, do thou not start to cut the same to fit between thy bulkheads. In this manner thou wilt save thyself much labour and the weight of many noggings. There shall be no waste of plywood thereafter, for all shall be used even until the smallest piece.
6. Thou shalt not make fibreglass when thy breath cometh forth in clouds. He that perforce has to leave his fibreglassing until after his hull has been righted, will rue the day that he was born and his face will become very sticky and his hands will cleave one to the other.
7. When thou hast to shape thy keel or thy stem or thy sternpost or thy masts, do thou saw cuts every six inches so that thou mayest split the wood without danger.

Finally brethren, trust in Jim and keep thy aerolite powder dry

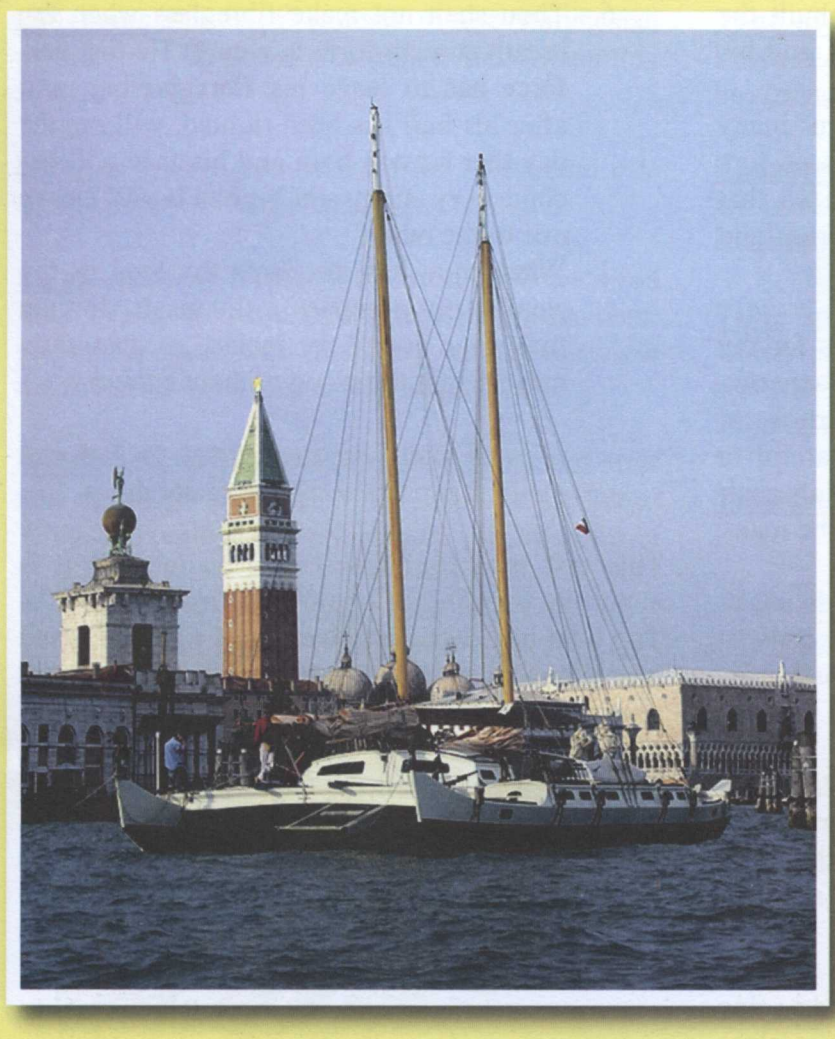
This text is copied from nr. 1 Sailorman. It is about the building of one of the first Tangaroa's. The boat had two masts with sprit rigs and sailed near Conway on the North coast of Wales. Not long ago Ken Patterson died, Hanneke told me.

On the first page from 20 pages of that stencilled magazine is a line printed from "Ulysses found". Written by Ernle Bradford in 1963. The line is from Admiral Boscawen:
"To be sure, I lose the fruits of the earth, but then I am gathering the fruits of the sea"

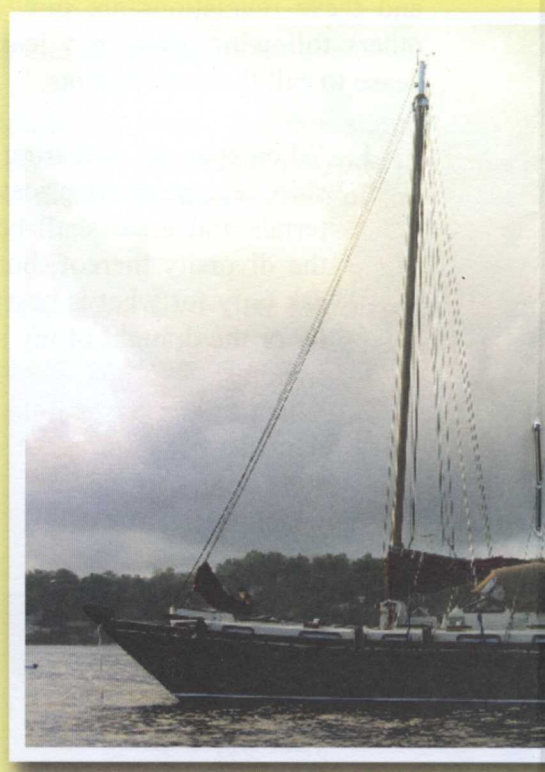
Captain Barry Aslett and crew in the Mar Menor (Southern Spain) aboard their Tiki 26 Jubilate.

Sometimes building a m
beginning of the dream...

Gaia in Venezia: could be much more difficult to visit the place with such a boat than with a local gondola...



The nice silhouette of



nodel could be the
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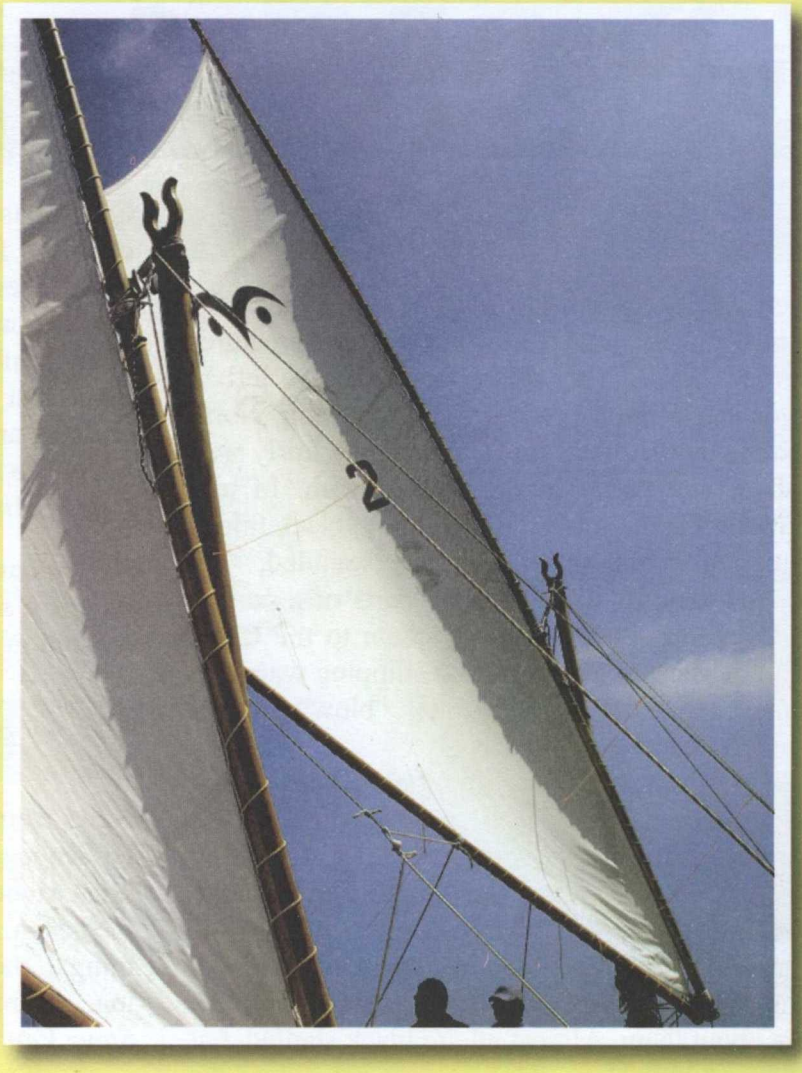
f the Islander 55.



The very elegant sailplan of the Tama Moana.

One of the two new Pahi 52 that you can charter in Greece.

News From Sea People

USA

When you live almost full time in the Atlantic for as many years as we have, spotting new creatures does not happen very often. But today we left St Augustine, Florida heading for Charleston, North Carolina by the direct route so we were fairly well offshore and partly in the Gulf Stream. In mid afternoon I spotted two large, bumpy, black things swimming in the water and they sounded, so I assumed they were just the top parts of a pair of whales. I am afraid I reported them to the Coast Guard as such so they gave out shipping warnings on the VHF. I had not seen them "blow" but just assumed I had missed it.

Well, all the rest of the afternoon I kept seeing these things and soon discovered them to be enormous sea turtles over 5 feet long. I had not known about turtles so big though we are quite familiar with the smaller green sea turtles in the Bahamas. Well, these are not small and we are calling them Ninja turtles until we can find out more about them. Almost all are black shelled, but I saw one blond one. They do not get out of the way very fast, so we are concerned about motorsailing overnight and our props maybe hitting one. Luckily there is a moon tonight and a sailing wind is expected.

Many Days Later:

We have now learned they were Loggerhead Turtles and are on the endangered list, but we were lucky to have seen around twenty of them riding north in the Gulf Stream that day and heading to their nesting sights along the beaches of Cape Hatteras and other locations on the US East Coast. They weight over 1000 pounds and can be 8 feet long, so our concerns about hitting one of them were correct. Neither the boat, nor the turtle would have escaped damage if we were going really fast under sail or if the props had hit one. Just another reason to mosey along at cruising and turtle speed enjoying the scenery and out of the fast lane.

Love, Ann and Nev.

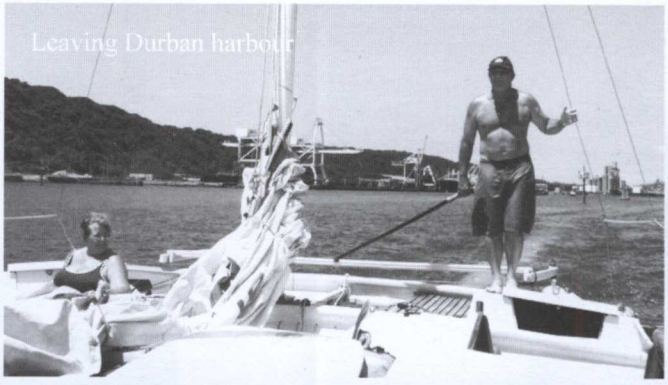
Ed: encounters with the sea life is always a pleasure source especially in the open sea where it is not expected.

SOUTH AFRICA

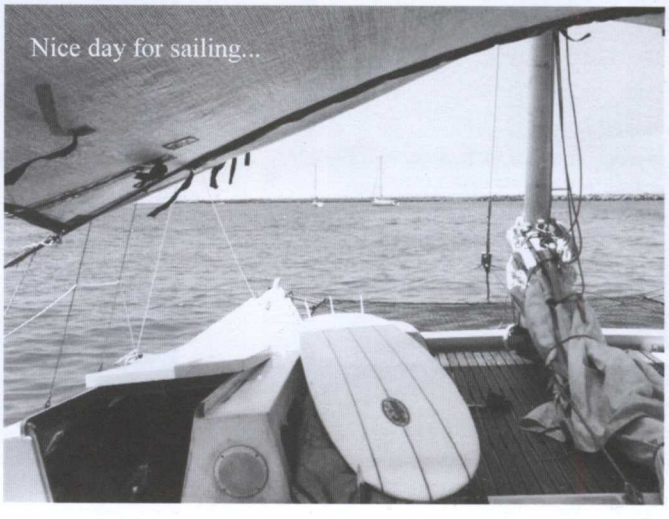
News from Durban...

Hi Seapeople.....Just some pics of Tiki31 "Just Mabel" and Durban seapeople anchored off the beach.....A little surfing, snorkelling, swimming.....mostly eating, "drinking" and relaxing.....January 2007.....Regards.....

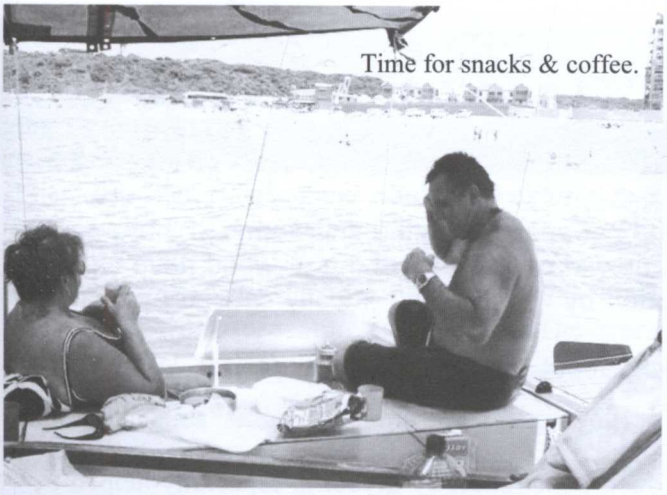
Steve Van Den Berg



Leaving Durban harbour



Nice day for sailing...



Time for snacks & coffee.

Ed: it's nice to be informed that some Wharram cats are sailing in South Africa. We would appreciate very much to get more information about your sailing adventures. What about an article in a future issue of the mag?

AUSTRIA

Wharram meeting in the Vienna woods...

Hi friends,

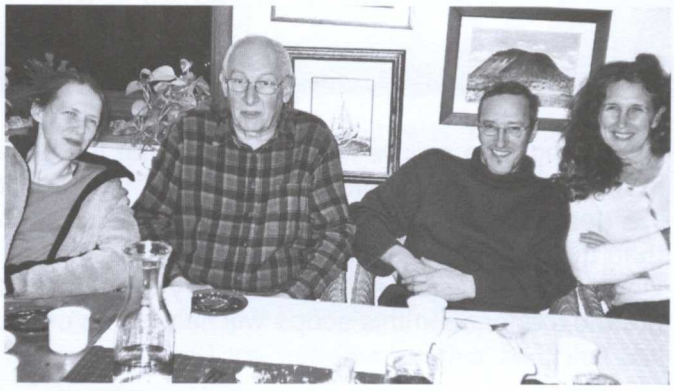
Here in our house in Hochstrass we had a very nice little Wharram meeting on Feb.3rd (which happened to be my 66th birthday). The reason was that Bertrand and Marie Hélène Fercot (Tiki 30 "PHA") from Brittany / France came for a visit and stayed with us for 5 days.

We had not seen each other since May 2005 in Martinique. Participants were Gerhard Bobretzky (Wharram agent for the German speaking countries, owner of Tane "Tane"), Helmut and Gaby Rieder (Tiki 26 "Aura"), Josef Maier (Tiki 31 "Jojo) and Meinhard Koch (Tiki 38 Tikimata") who came from as far as Sofia / Bulgaria. Main issue was of course the revolutionary rig of PHA, a special version of the junk rig. It was a long afternoon and evening of telling stories, discussing technical and navigational details and just enjoying to sit together and speaking about the lifestyle that unites us Wharram sailors worldwide.

Best wishes to everybody from Guenter +Gundi)

Ed: Austria seems to be definitively one of the most active area for the "Wharramers", even when our local PCA representative, Gerald Winkler, is not present (see pictures on the right). We hope to get more news from you there and also from the other parts of the world... (pictures and articles are welcomed)

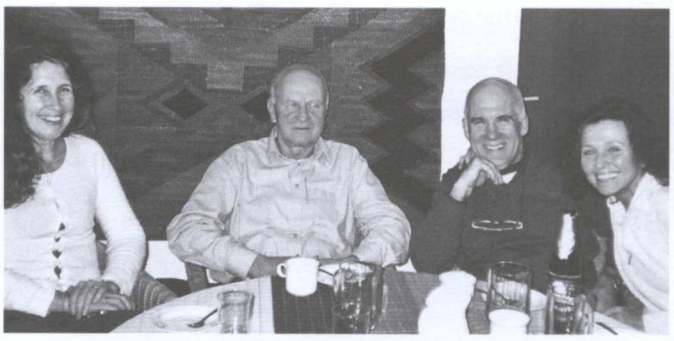
Happy birthday Guenter.! Barbara + Guenter Zimmermann + Hannes Stromberger and Marie-Hélène Fercot.



Marie-Hélène and Bertrand Fercot in great discussion with Barbara Zimmermann.

Left to right: Meinhard Koch, Gabi Rieder, Gerhard Bobretzky, Helmut Rieder and Bertrand Fercot. Looks like a very happy moment...

left to right: Marie-Hélène Fercot, Josef Maier, Meinhard Koch and Gabi Rieder.



When the wood rots

For a long time sailors have reported that the wooden boat enemy was the shipworms. If that was true in the past centuries with the traditional construction, nowadays the use of the plywood have changed the deal. Today a modern plywood boat dies more often by wood rotting (mostly caused by humidity) than by the woodworms.
Dave Carnell have sent to us a very interesting article about the chemotherapy for rot. We hope his great experience in this scope will help some of you...

Once rot gets a toehold in wood it is difficult to cure completely -- it is like a cancer. Digging out the rotted wood will still leave spores and water in the sound wood. After you fill in the cavity with something like epoxy, the rot continues to flourish underneath. Products promoted to make rotted wood sound and stop rot penetrate only until they meet water, with which they do not mix. Under the solid repair rotting goes on. With one exception (more later), the commercial products sold to treat dry wood to prevent rot are completely ineffective against established rot in wet wood because they are dissolved in petroleum solvents and oil and water do not mix.

There are two commonly available inexpensive materials that will kill rot in wood and prevent its recurrence. First, there are borates (borax-boric acid mixtures) which have an established record in preventing rot in new wood and in killing rot organisms and wood-destroying insects in infested wood. Second, there is ethylene glycol, most readily available as auto antifreeze-coolant. Glycol is toxic to the whole spectrum of organisms from staphylococcus bacteria to mammals. All of the published material on its effectiveness against wood-destroying fungi and insects that I am aware of is the result of my investigations over the past 15 years.

Both borate solutions and glycol penetrate dry and wet wood well because they are water-soluble; in fact, penetration by glycol is especially helped by its extreme hygroscopicity -- its strong attraction for water. For both, the fact that they are water-soluble means they are not permanent solutions to rot in wood that is continually exposed to water-below the waterline and in ground-where they will eventually be extracted-dissolved out.

I first was interested in glycol as a wood-stabilizing agent, where it is in many ways superior to polyethylene glycol (PEG), and it was during this work that I realized the useful effect of glycol on organisms, though I was pretty dense in interpreting the first experiment.

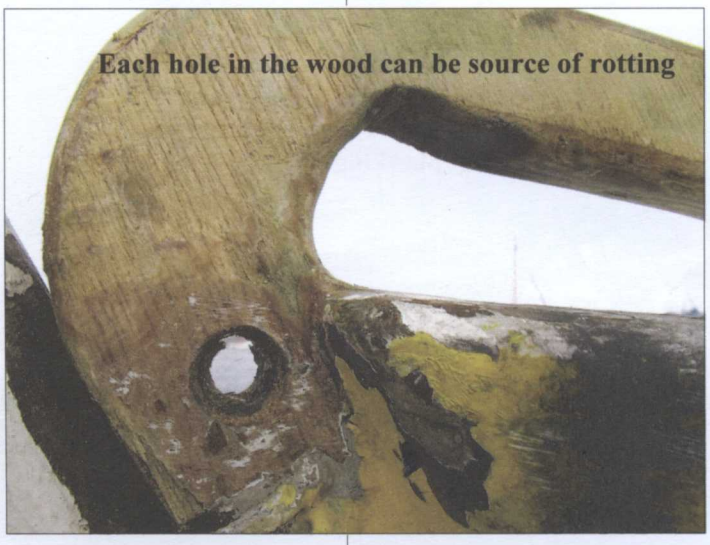
> " There are two commonly inexpensive materials that will kill rot in wood and prevent its recurrence: Borates & Glycol "

The ladies immerse the stems of greenery such as magnolia branches in glycerin to keep them green. Glycol is very similar to glycerin in all its physical properties and much cheaper, so I stuck a magnolia branch in antifreeze. The next day it was brown. After the third attempt I tumbled to the fact that the glycol was killing the greenery. This was the reason that glycol never replaced glycerin in applications such as a humectant for tobacco and an ingredient of cosmetics and pharmaceutical ointments, though it had all the desirable physical properties.

I had two 2" thick slabs of a 14" diameter hickory tree that had just been cut. I treated one with antifreeze and left one untreated. I was looking at wood stabilization, not rot prevention. After about six months stored inside my shop the untreated

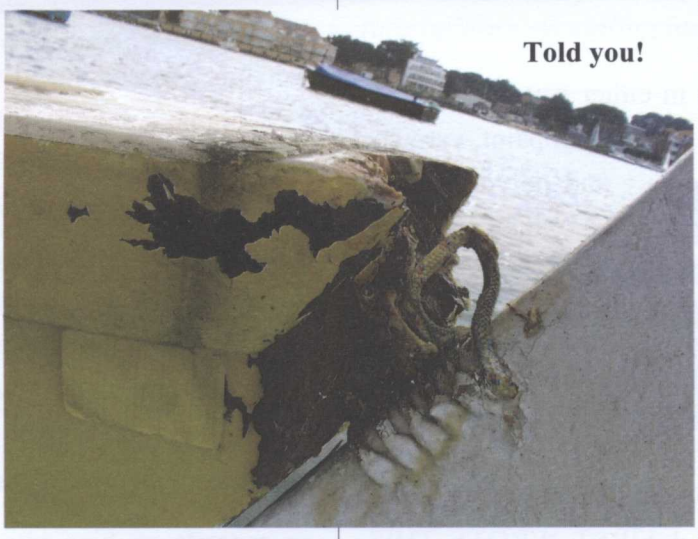
control was not only cracked apart, but it was sporting a great fungal growth, while the treated slab was clean.

The local history museum wanted to exhibit two "turpentine trees", longleaf pines that had many years ago been gashed to harvest the sap that made everything from turpentine to pine tar. The trees delivered to us after cutting were infested with various beetles and had some fungal growth. I treated them with antifreeze outside under a plastic tarpaulin every few days for three weeks. They were then free of insects and fungus and have remained so after being moved inside and installed in an exhibit over four years ago.



Each hole in the wood can be source of rotting

I took three pieces from a rotting dock float that were covered with a heavy growth of fungus, lichens, etc. I treated one with antifreeze painted on with a brush, the second with a water solution containing 23% borates (as B2O3), and left the third untreated as a control. They were left exposed outdoors and were rained on the first night. By the next morning the growth on the antifreeze-treated piece was definitely browning and the borate-treated piece showed slight browning. After two months exposure to the weather the growth was dead on the antifreeze- and borate-treated pieces and flourishing on the control.

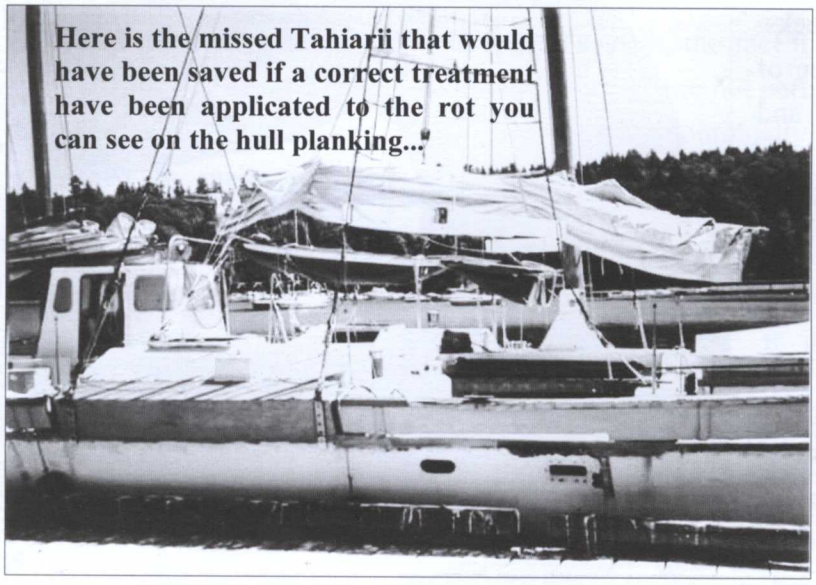


Told you!

I have a simple flat-bottomed skiff built of plywood and white pine, which has little resistance to rot. After ten years some rot developed in one of the frames. It may have begun in the exposed end grain. It consumed the side frame, part of the bottom frame, and part of a seat brace fastened to the side frame. The plywood gusset joining the side frame to the bottom frame was not attacked. I excised the rotted wood, saturated all with ethylene glycol antifreeze to kill all the rot organisms, and there has been no further deterioration in four more years afloat with wet bilges. I have not replaced any pieces, as I am building another boat that can replace it; that is more fun, anyway.

I have a 60+-year old case of the fungus infection known as "athlete's foot". Many years ago it infected the toenails extensively. The whole thing was pretty grotesque. My dermatologist and druggist both assured me there is no known cure. About six years ago I started using antifreeze applied under the nails with a medicine dropper about every five days. The professionals are technically right. I have not completely cured it, but the nails have grown out pink and thinned almost to the ends and I never have any trouble with blistering, peeling, or itching between the toes as I had had for six decades. No drug company is going to have any interest in this because the information has been in the public domain for so long that there is no opportunity for any proprietary advantage. The various wood-rotting organisms cannot be anywhere near as tough.

There are two types of borate products commercially available for treating wood-solid sodium octaborate for making solutions in water (Tim-Bor® and Ship-Bor®) and a 40% solution of sodium octaborate in ethylene glycol (Boracare®). Their equivalents and more concentrated solutions can be easily prepared from borax, boric acid, and antifreeze at much lower cost. Keith Lawrence, editor of *Boatbuilder* offered to sell me advertising if I wanted to go in the business, but I might run afoul of patents (preparation for individual use is not prohibited), I would have to get EPA registration, and I could not deliver products anywhere near as cheaply as they can be made from raw materials available at your supermarket, drugstore, and discount store.



Here is the missed Tahiarii that would have been saved if a correct treatment have been applicated to the rot you can see on the hull planking..."

Glycol by itself has one big advantage over solutions of borates in either water or glycol. Glycol penetrates rapidly through all paint, varnish, and oil finishes (except epoxy and polyurethanes) without lifting or damaging those finishes in any way. You can treat all of the wood of your boat without removing any finish. The dyes in glycol antifreeze are so weak that they do not discolour even white woods. Once bare wood has been treated with glycol or the borate solutions and become dry to the touch it can be finished or glued. IN THE YEARS SINCE I FIRST WROTE THIS ARTICLE, MY EXPERIENCE HAS BEEN THAT GLYCOL BY ITSELF IS GENERALLY THE BEST TREATMENT FOR KILLING ROT.

Gougeon's research has shown that borate solutions weaken epoxy joints in the treated wood. If a borate solution leaves white residues on the surface, it will have to be washed off with water and the surface allowed to dry.

If you decide you need to treat with both glycol and borates, this is my preferred process to treat rot. Once you find soft wood or other evidence of rot, soak it with antifreeze even if you cannot do anything else at the moment. Paint it on or spray it on with a coarse spray. Avoid fine mist like spraying because it increases the likelihood that you will breathe in unhealthy amounts of glycol. Put it on surfaces well away from the really damaged wood, too. Use glycol lavishly on the suspect wood, which will readily absorb 10-20% of its weight of antifreeze.

Next dig out wood that is rotted enough to be weak. Add more glycol to wet the exposed wood thoroughly. Then add the 25% borate solution of the recipe below so long as it will soak in in no more than 2-3 hours. Then fill in the void with epoxy putty and/or a piece of sound treated wood as required. The reasons I use borates at all are: 1) it is a belt-and-suspenders approach to a virulent attack, and 2) over a long period glycol will evaporate from the wood; especially, in areas exposed directly to the sun and the high temperatures that result.

If there is any question about water extracting the glycol or the borates, you can retreat periodically with glycol on any surface, painted or bare, and with borate solutions on bare wood.

Glycol's toxicity to humans is low enough that it has to be deliberately ingested (about a half cup for a 150 lb. human); many millions of gallons are used annually with few precautions and without

incident. It should not be left where children or pets can get at it, as smaller doses would harm them, and they may be attracted by its reported sweet taste that I have confirmed by accident. The lethal dose of borates is smaller than of glycol, but the bitter taste makes accidental consumption less likely.

BORATE WOOD PRESERVATIVES: COMMERCIAL AND HOME-BREWED

It's time to cure the wood...

Tim-Bor®: Solid sodium octaborate; dissolves in water to make approx. a 10% solution containing 6.6% borate (B_2O_3); about $3/lb. plus shipping.

Ship-Bor®: Same as Tim-Bor®; $19.95/lb. plus $2 shipping.

Bora-Care®: 40% solution of sodium octaborate in ethylene glycol; 27% borate content; $70/gal. plus shipping.

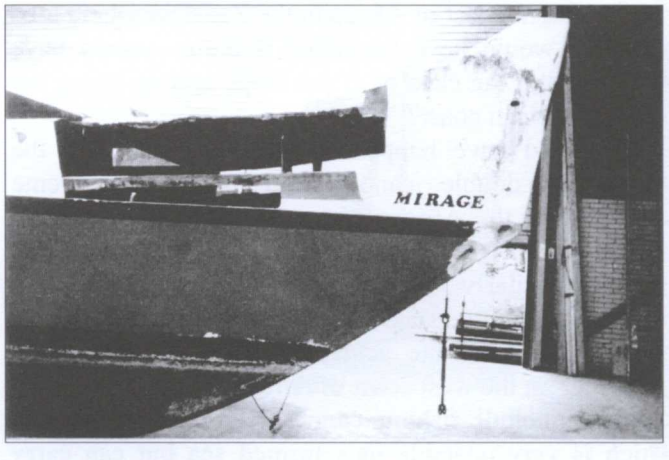
Home-Brew Water Solution of Borates:

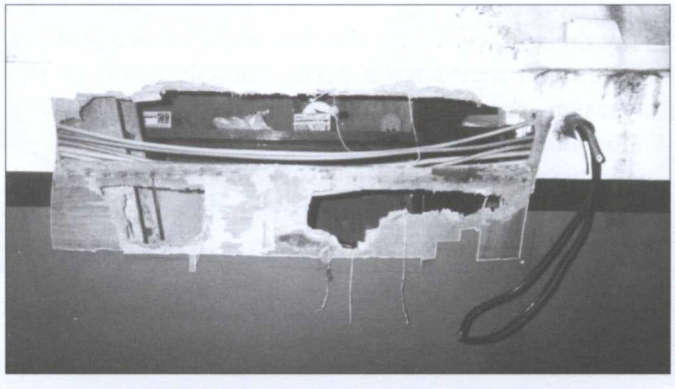
All percentages for this recipe and the others here are percentages by weight. Based on U.S. Navy spec. of 60% borax-40% boric acid (this ratio gives the maximum solubility of borates in water); 65% water, 20 %borax, 15% boric acid; 15.8% borates; borax costs 54 cents/lb. (supermarket), boric acid costs about $4/lb. in drug stores (sometimes boric acid roach poison, 99% boric acid, is cheaper in discount stores); equiv. to Tim-Bor® or Ship-Bor® at 30 cents/lb. To make this solution mix the required quantities and heat until dissolved. The boric acid, in particular, dissolves slowly. This solution is stable (no crystals) overnight in a refrigerator (40°F.), so can be used at temperatures at least as low as 40°F.

Home-Brew Glycol Solution of Borates:

This is equivalent to Bora-Care® diluted with an equal volume of glycol to make it fluid enough to use handily; 50% glycol antifreeze, 28% borax, 22% boric acid. To make a stable solution you mix the ingredients and heat till boiling gently. Boil off water until a candy thermometer shows 260°F. This removes most of the water of crystallization in the borax. This solution is stable at 40°F and has a borate content of 26%. With antifreeze at $6/gal. and borax and boric acid prices as above, this is equivalent to Bora-Care® at about $15/gal.

Below: Two examples of the wood rot on the Pahi 42 Mirage. Lot of works in perspective for the future before new sailing journeys...





This project has started with the wish to sail along the African coasts and up to the big rivers of this wild land on a cat that would have the advantages and the simplicity of a Wharram design and the look of an African pirogue .

We know that the malayo-polynesian people have spread their maritime culture as far as the Eastern Island in the East and to Sri Lanka and the Madagascarian coasts in the West where it is still possible to see some fishermen sailing on proas and some outriggers canoes.
The westward migration of these populations stopped on the eastern coast of Africa in the Zanzibar island area but what would have happened if these seamen have sailed around the cape of Good Hope and up along the western African coast?
What would have happened if the seaworthy of the Polynesian double canoes had met the extreme simplicity of the African pirogues to make an African double canoe? It is a Darwinian question but I think that is not particularly stupid to think that the result would have been a double canoe in which the two hulls would have the look of the actual fishing canoes you can encounter on the west coast of Africa.
Those monohull fishing canoes have a deep V hull which is very unstable in a formed sea but can carry tons of fishes.
So my thought was that if you lash together two of those pirogues you may have a perfect double canoe as the Polynesian ones but with an African look, a very shallow draft and a great capacity of loading.
To preserve the African spirit of simplicity this project would be constructed with very simple and low coast materials.
The only concession to the modern world is the use of the epoxy resin for the hull construction and of the synthetic ropes for the crossbeams lashings.
The hulls are made of epoxy laminated plywood but it is possible to build in strip planking with local woods.
The crossbeams, the mast and the sprit are made with simple logs which can be repaired or changed almost everywhere in the world by just cutting logs in the nature (bamboo can be used also).
The deck between hulls is made of a strong canvas and with a fishing net for the forward deck.
The sails are made of canvas that you can find everywhere. Usually three jibs would be used in the all weather sail configuration but a light winds sail area can be made with a one trapezoidal piece of canvas. In strong winds you just have to take off one of the three jibs and to reduce the two others if necessary.
The boat would be around 30-33 feet long maximum to allow her dismantling for transport on a simple trail or a truck. With that specification it is possible (for example) to sail from Europa to the coast of Senegal and, then, to dismantle the boat to put her on a truck. Then you can go by road to the Niger river and join again the hulls together before sailing on the river and sharing the life of the locals navigators.
As rudder a long oar is used just lashed on the rear crossbeam.
This project is not a Wharram one but has the same spirit. The first idea was mine but is free to be adopted and developed by anybody as I considering this project just as the synthesis of different knowledges which were existing before me.

Rémy Roy

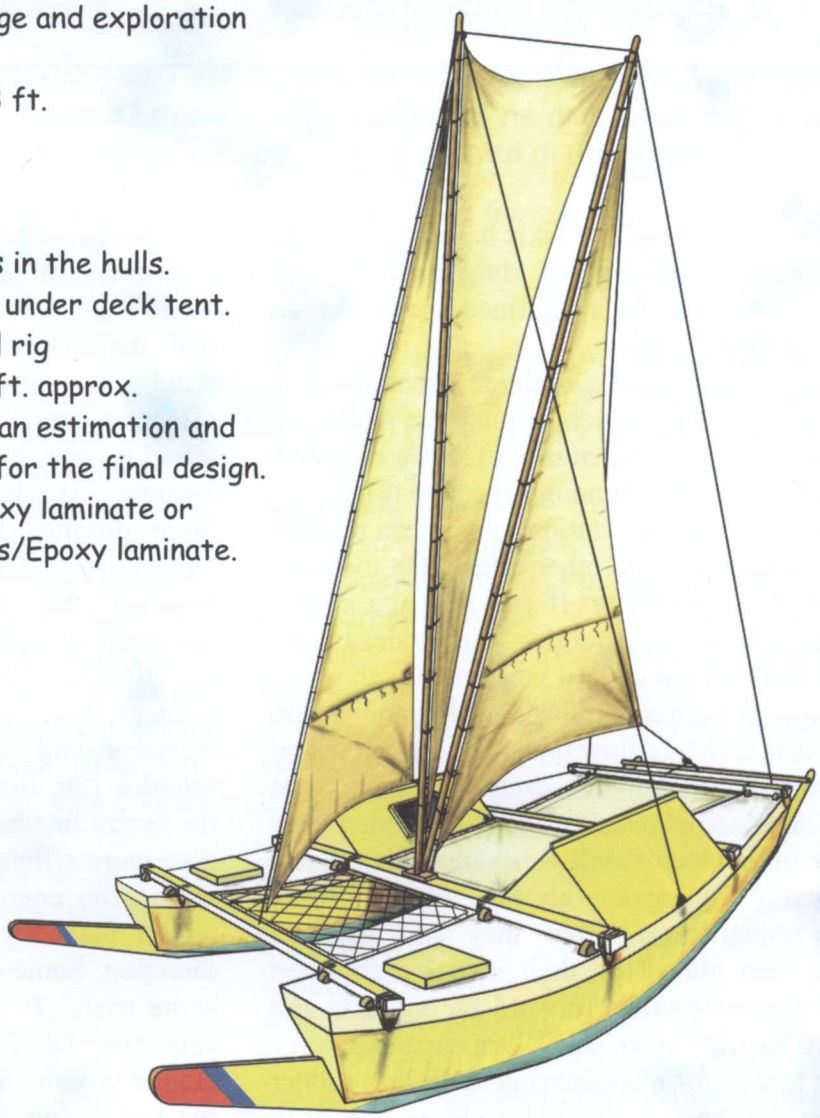
African Queen

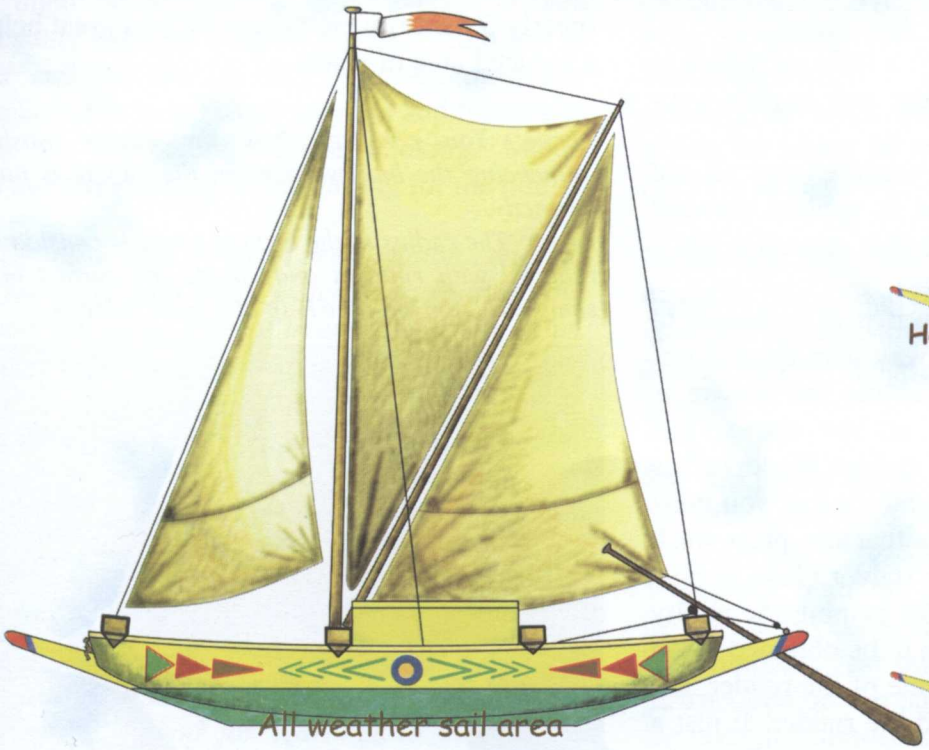
Ethnic catamaran for voyage and exploration

Length overall:	30 to 33 ft.
Beam overall:	18 ft.
Beam of each hull:	4'5"
Draft:	1'8"
Sleeping capacity:	4 berths in the hulls.
	1 double under deck tent.
Rig:	Spritsail rig
Sail area:	450 sq. ft. approx.

These measurements are just an estimation and need to be exactly calculated for the final design.

Construction: Ply/Glass/Epoxy laminate or
Strip planking/Glass/Epoxy laminate.





All weather sail area

Heavy weather sail area

Light wind sail area

It's gone to its head

Motorise a catamaran with an outboard engine (centred between the hulls) is always facing you with a problem: have you to turn the engine with the rudders or not when manoeuvring?

All the owners of smallest Tikis have encountered this problem particularly if they have had to manoeuvre the boat in a confined space like an harbour or a small cove.

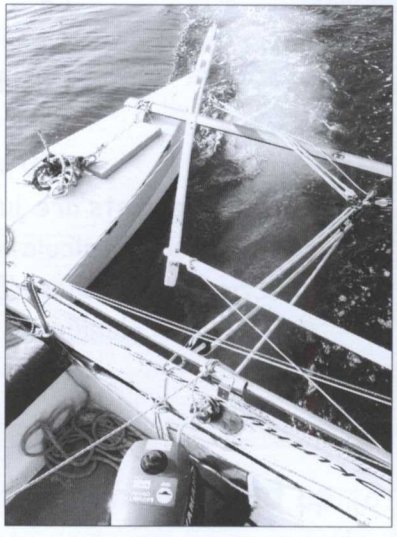
The main problem resides in the fact that a boat is a solid moving at the water/air interface which are two fluids. You are depending of those elements until the time you have enough speed to drive.

When the boat remains stationary you can push or pull the rudders with no other effect than to create some swirls in the water. If you start the engine and engage the forward motion, the rudder blades will still have no effect until you get enough speed for gaining the turning ability. For this ability you need to have a steady flow under the waterline and particularly in the rudders area. The owners of bigger catamarans usually don't encounter any problem of manoeuvrability because their boats are normally equipped with two inboard diesel engines which means that they can make a complete turn almost on their own length when they push their throttles forward on one side and backward on the other side. That creates a very efficient torque for manoeuvring and their rudder blades are always positioned right in the prop flow.

It is not exactly the same with a little cat which is very sensitive to the windage and have a very small engine power.

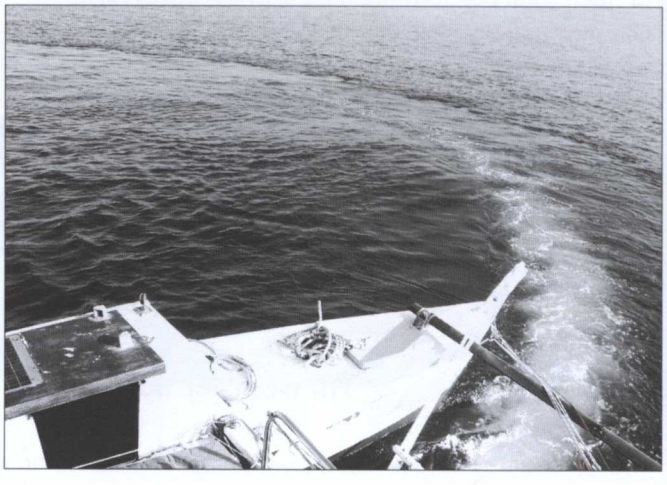
The response of the prop wash energy is not immediate when the throttle is applied forward and more in reverse because this propeller has a tendency to drag.

Now the problem is to know if it is necessary to turn the engine in the same way than the rudders or no when manoeuvring. For me the answer is undeniably yes particularly at low speed. The main worry is to keep the rudder blade in the steady flow of the propeller and for that you must turn your engine in the way that the prop wash energy will goes right on the rudder blade to give it enough grip in the water for gaining the ability to turn. The best effect seems to be obtained when the wash just lick the inner side of the rudder, not hitting violently the skeg and the rudder. It just a matter of physics, exactly like the wind effects on the intrados and extrados of a wing. We know that the extrados wind is more effective than the intrados one just because it has more distance to run on the rounded side of the wing. As for a plane wing the rudder has an extrados and an intrados (the inner part of the rudders regarding the centre line between the cat hulls) and you will give more efficiency to the rudder if you push the wash prop energy just on the inner part of the rudder blade by turning a bit the engine in its direction. Some owners of small Tikis have made some trials *(P. Barnett and Ken Hook on their respective Tiki 26)* and it seems that by turning the engine in same time than the rudders the radius of the turning circle was reduced by about 15 feet (nearly 5 metre) which could be of a great help in a reduced area of water…



Above: You can see how the engine wash is influencing the hull wake when the engine is turned correctly.

Down: The radius of the turning circle is considerably reduced with rudders and engine are turned in the same direction with the help of a good velocity...



Pictures © Ken Hook

FROM THE STARBOARD HULL

Ann & Nev Clement have sent to us two recipes; One is very useful for those who live aboard and the other can be eaten even at home.

Laundry the easy way:

Our young cruising friends have shown us the easy way to launder clothes with minimal water. We fill a 5 gallon bucket with water and add a half cup of ammonia. Then put in the clothes and slosh them around a bit. Leave them there and maybe take them sailing so they will slosh about a bit more or else push them around from time to time as you walk by. Next day, just wring them out {I step on them while they are on the slatted decking} and hang them up in the breezes without rinsing them at all. The ammonia smell will evaporate as they dry leaving soft, clean, fresh smelling clothes.
In these modern times, ammonia comes with fancy scents if you like that - we both prefer unscented

Recipe: Rum Raisin Pancakes.

The night before put as many raisins as you reasonably can into a screw top jar. Add rum to cover and put the lid on. Next morning mix pancake batter in the usual way but add the raisins to the mix just before you start cooking. Makes for a mellow morning when waiting for the tide.

Ed: By those days of earth preservation concerns and specially with fresh water be sure that your method will be of a great interest for many of us. The best will be if you make it with recovered rain water.
For the second recipe, I am already a fan before to taste it. In those recipes there is always a problem with the good balance between raisins and rum. There are always too much raisins for the rum quantity. Then you add rum and you find that there is not enough raisins for the rum amount. And so on... if you see what I mean... In that case you can discover that eating pancakes could be a method for learning to make tacks under sail...

A Rosemary Elliot Pistou Recipe 44, sent to the PCA office by P. Barnett, UK.

Pistou:

A fast and easy version of a favourite Provençal stew. Very, very evocative of France - a bowlful of this and I'm practically there.

Serves 3-4
2 large onions, chopped
140g (5oz) sugarsnap or mangetout peas
3-4 courgettes, sliced
6 tomatoes (plum , if available) , roughly chopped
4 garlic cloves, chopped
2 x 240g cans of white of haricot or cannellini beans
2 teaspoons vegetable bouillon powder

for the Pistou purée
6 garlic cloves
2 tomatoes
handful of basil leaves
4 tablespoons olive oil

Put all the vegetables into a large saucepan with the garlic and the beans, together with their liquid. Pour in 600ml (1 pint) water, sprinkle in the bouillon powder, 1 teaspoon of salt and a good grinding of black pepper and leave to simmer gently for about 30 minutes, until the vegetables are very tender.

Meanwhile, make the pistou purée. Put the cloves of garlic into a food processor and whizz to chop, then add the tomatoes and basil and whizz again. When they're chopped, add the oil and whizz again.

Stir the pistou purée into the pan of vegetables, cook for a couple of minutes, then serve.

Vegetable bouillon powder: this powder has become a real culinary star, and is stocked in most supermarkets. Just mix with water, following the instructions on the packet, to make a stock, with the taste of a almost home-made flavour.

Hints & Tips

Few pages earlier you have read how to cure the wood rotting but it would be much more better to prevent it. How? Have you heard anything about the epoxy encapsulation and saturation?

In the naval history it is estimated that more wooden ships have been lost to rot fungi than all others misfortunes. That rot is called dry rot which is a misnomer for fungal growth. For that fungal growth there must be four conditions present in the wood:

1. The moisture must be at or near the fibre saturation point (rot is unknown in wood with a moisture content below 20%).
2. There must be an adequate supply of oxygen.
3. The temperature must be warm (25° to 30° Celsius is ideal for rot fungi).
4. There must be a proper kind of food (i.e. wood).

If any of these four conditions is missing, fungi cannot exist. Past efforts have been centred on poisoning the food supply but this doesn't work well with the boat hulls where the poison seems to dilute rapidly.

A different approach is to keep the moisture content below the saturation point and eliminate the oxygen supply by encapsulating the wood in epoxy resins. Creating a moisture barrier needs to coat all the wood surfaces (even the end grain) with epoxy. For epoxy resin be effective as a moisture barrier you need a minimum of two coats of resin on all surfaces. More is desirable but beyond a certain thickness (4 to 5 coats) you gain a very little improvement in moisture resistance in relation to the weight gain of the added coating material.

Before beginning any saturation coating of a wood surface, it is important to do all final fairing and shaping of the wood pieces. The cured resin saturated surface is many times harder than the plain wood surface, making it very difficult to shape and fair after coating has taken place.

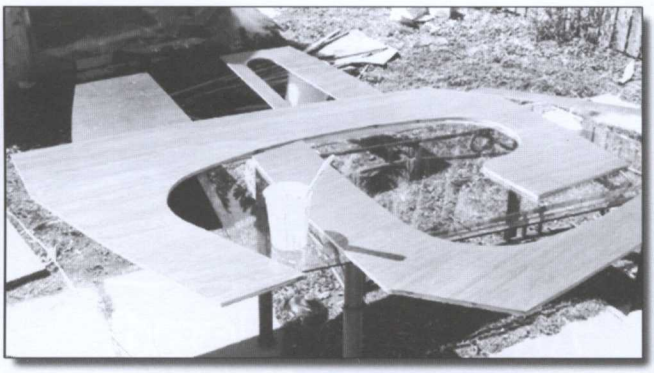
The wood surface should be as dry as local humidity conditions will allow (which hopefully do not exceed 85% at 21°C) so that higher than normal moisture content will not be sealed in. If you are not able to build in a controlled environment you may have to wait for drier weather conditions before any coating work. Obviously the surface must be free of any foreign element such as oil, dirt or any other substance.

With the modern epoxy resins the same resin used as an adhesive is used also for coating purposes. Occasionally a thicker viscosity is needed. To accomplish this it is possible to add slight amounts of silica or micro balloons.

Some people add thinners (solvents) as acetone to lower the viscosity of the resin to make it easier to apply but thinners compromise the moisture vapour resistance of the coating material in direct proportion to the amount added. For that reason the use of thinners is not recommended.

When you apply a saturation coating of epoxy resin to a bare wood surface, the depth (and amount of resin needed) of penetration is affected by a number of variables. The first and most important is the density of the wood. Softwoods (cedar) are more absorbent than hardwoods (mahogany) because the voids or fissures between the cells are much larger in the softwoods. The second factor affecting penetration is the alignment of the grain structure in the wood. It is rare that the grain runs exactly

parallel with wood piece surface and the end grain will absorb much more resin than the flat one. Therefore, very commonly, the resin penetrates more in some areas than in the others depending to grain run out within the board. And because end grain is the major entrance for moisture a deep penetration of the resin in this area is desirable.



Wait good weather conditions and don't forget to coat the end grain to make a perfect moisture barrier.

For the best result in coating it is recommended to use a foam roller. To reach difficult areas to coat you can cut them in smaller rollers. Most of the time epoxy resins are provided with two kind of hardeners, a fast one and a slow one. You can use the fast one with air temperatures close to 22° C or lower. With warmer temperatures the slow hardener is more recommended. Usually you can sand a coated surface after 24 hours if fast hardener have been used. With the slow hardener that could be done 24 to 48 hours depending upon the ambient temperature.

To carry out the coating work mix only as much resin as you can apply in a 10 to 15 minutes period. Even the pot life could be longer than this period, the viscosity will increase and the penetration will be reduced.
Roll on resin to achieve a uniform coating with long and multidirectional strokes. The amount of resin needed on a bare wood surface depends on variables as the wood species and grain (see above). If some areas (particularly the end grain) look dry as the resin is soaking in, recoat them. If needed apply a second coat over the first application after a few minutes.

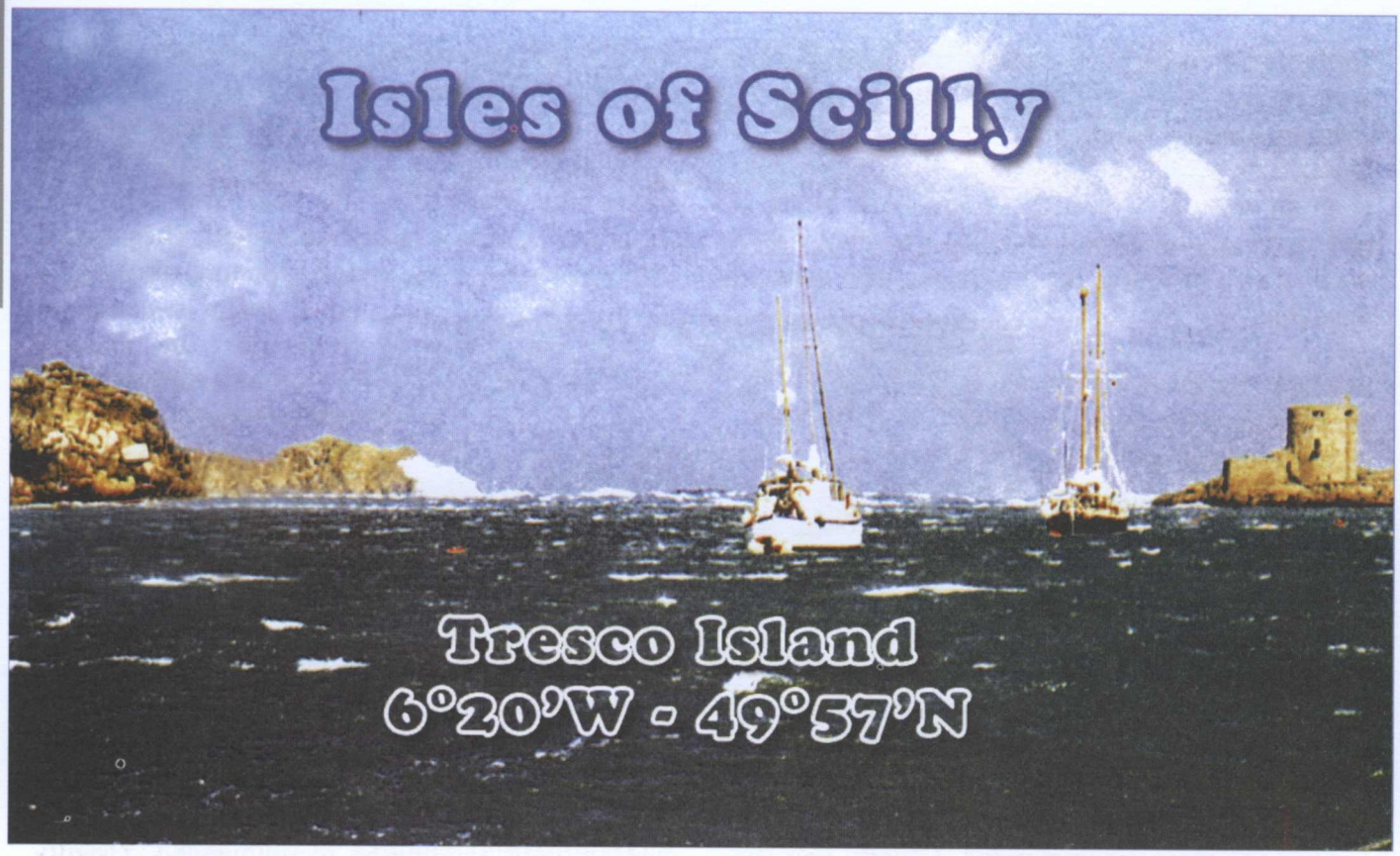
You must know that a large volume of piece of wood is composed of air. So, when you apply the first saturation coat of resin to bare wood, you can often see many small air bubbles appearing on the surface. This is caused by the resin filling the void areas which were formerly inhabited by this air. Usually this transformation takes place easily but in certain situation some difficulties could be encountered. Cold or thick resin could affect the air transition through the resin. One of the solutions is to work in a heated area. If that is impossible you can heat the resin before the coating. Warm resin (even on a cold surface) will remain thin long enough for allowing the air to remove itself. Another solution is to apply the resin and then heating the surface with a heat source like a hair drier or a heat lamp. This will warm the resin to a more liquid state. Then the air will escape from the wood structure allowing a good resin penetration. (Remember that the add of a thinner to lower the viscosity is not recommended).
After the initial saturation coating has cured the surface could appear fuzzy and rough because the wood grain has expanded from the resin absorption. Wait the complete cure to sand those high spots in the way to apply the following coats. Between the coats a light sanding is recommended. Usually two coats of resin are sufficient but as you will sand between the coats a minimum of three coats is recommended (3 to 5 depending upon the amount of sanding). More coatings will not be economic.

If coating all the bare wood surface before the final mounting cost time and a bit of money for the material you will be generally paid back by the good conservation of your boat during her life…

Sanding

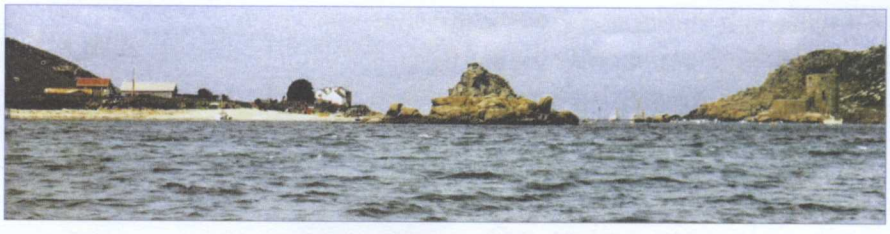
Sanding a cured epoxy resin surface is difficult by hand. Therefore power sanding is recommended where it is possible to do it. For machine sanding use initially a medium grit sandpaper followed by lower grit sandpaper. For most of the builders this will be adequate for preparing the surface for applying an other coat of resin. For the pieces that will be not painted, like some bulkheads, you can go further with wet sanding bay hand with a low grit sandpaper. This will provide a better prepared surface for a high gloss final finish.

Because interior pieces may be difficult to sand it is recommended to coat them and to finish the sanding before the final assembling.
Be careful not to sand away too much of the epoxy resin coating. Remember that a minimum of two coats of resin must remain on all surfaces to provide an effective moisture barrier.



In Cornwall, where the land ends, few miles beyond the skyline, it still remains some rocks, the last England's islands. The Scillies are one of those very rare areas where the clock hand seems having stopped its move. Here you can encounter in only one day the four seasons, some palm trees and seal colonies...

The natural calm of those islands contrasts with the furious seas you can encounter around the archipelago. Warmed by the Gulf Stream, the Scillies profits of the mildest climate existing in the English islands. This climate helps exotic plants and flowers to grow there as, by the same time, some islands are only settled by seals and seabirds. Amongst sixty islands and rocks of the archipelago only five are inhabited by about 2000 people. Most of them are living on St Mary's, the main Island. The Sillies inhabitants belongs to the Duchy of Cornwall since 1337 and cultivate with happiness tranquillity and art of life.



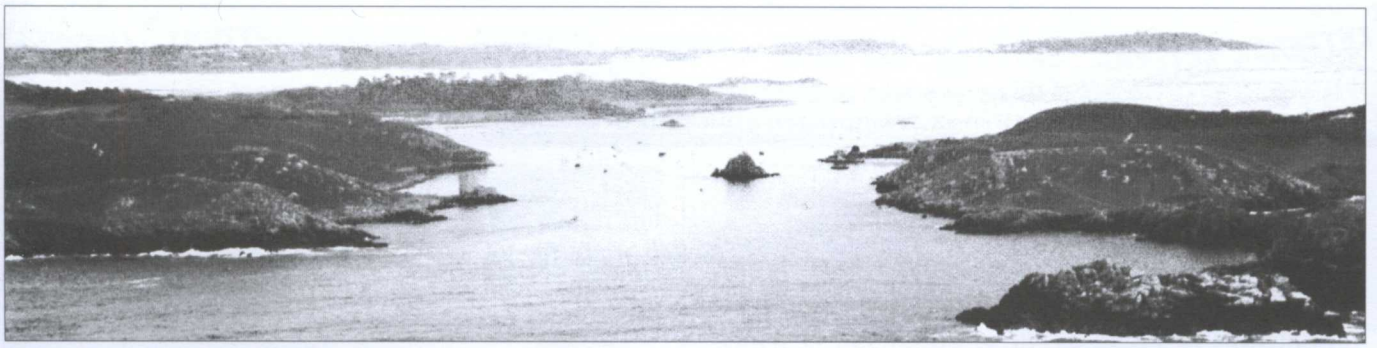
A view to the North. Cromwell's Castle is on the right. At low tide, Hangman Island (middle), is linked to Bryher Island on the left .

Far away from the open sea choppiness the middle of the archipelago is a peace haven where you will always find a safe and sheltered mooring but the vigilance must be the main rule as there are so much rocks lying just under the surface. But the navigation art is still here a pleasure and the small draft boats as our cats can go almost everywhere, very close to the sand where your Wharram will beach easily if you have first well calculated the tide hour.

New Grimsby harbour from the visitors mooring.

Coming from the mainland of England or of France most of the sailors make their first stop at Hugh Town (St Mary's) because of it's facilities and it's central position in the archipelago. From there, after having drank a pint of Guinness at the odd Mermaid pub, you can sail in all the directions and even come back there for the night as each island is so close to each other.

The southern point of Tresco, for example, is



An aerial view of the Tresco Sound from the North. On the left you can see the Cromwell's Castle and the Hangman rock in the middle. The main island of St Mary's can be seen in the background.

lying only 2,6 miles North from Hugh Town St Mary's. Tresco Island is my favourite mooring place. With its caves, gardens, museums, farms and forests, it is probably the most astonishing and contrasted island of the archipelago.

The great advantage of the island is that you can find two very nice moorings, one on each side which means that you can stop on the island whatever the forecast is. Unfortunately as the island is a private property that forces the sailors to moor at about 300 yards from the coast.

The Old Grimsby mooring is more exposed than the one of New Grimsby. This last one can be a bit rolly when strong winds blow from the NW (see the picture in title) but is certainly one of the best all weather moorings in the archipelago. In both moorings you will find some buoys for the visitors. The price is about 10£ for 24 hrs but you can moor freely in other places

A nice road links the two villages, Dolphin town and the abbey. The remains of this abbey date from the 10th century when few Benedictine monks decided to settle here close to the pools.

Today the abbey is more known for its gardens where you can observe probably the greatest diversity of exotic plants of all the British islands.

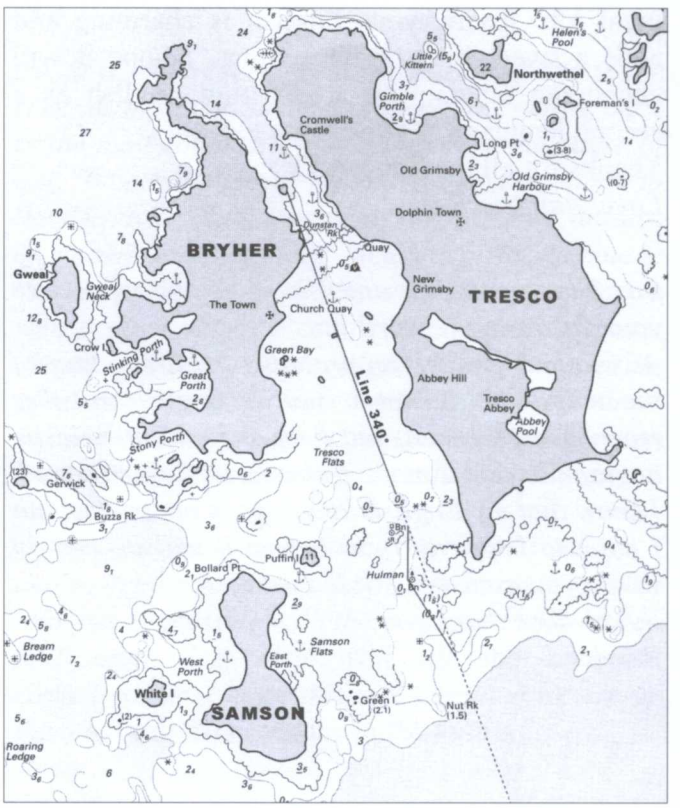
Visiting those gardens means visiting the five continents in few hours. In about 20 acres exposed to the south you will see here many plants you normally encounter in the Southern hemisphere or in the Canaries. It is an unforgettable experience...

For the most adventurous sailors it is possible from the east coast of Tresco to sail to the Eastern isles taking care of the numerous rocks on the way. On those islets a colony of seals is settled and it is really charming to sea all those heads emerging around your boat with their great opened eyes looking at you.

For sure sailing to the Islands of Scilly is one of these great adventures you can live close to your home port. One of those you may have dreamed of in your childhood…

Rémy.

Old Grimsby harbour with its nice beach but Tresco Island have much more nice places to visit. It is even said that the last mermaids are living here...



LETTERS... LETTERS... LETTERS... LETTERS... LETTERS... LETTERS... LETTERS... LETTERS... LETTERS...

Do send us letters and postcards, emails, telegrams and porpoise post.
It's good to hear how things are going in your part of the world, and to share your concerns.

Hi,

SeaPeople magazine no. 66 arrived here today. Read the article on Four Hands, it was nice to see it in print.
I probably should have told you earlier that Ron had died. We had seen Four Hands sail out of Fowey Harbour, heading towards Norway, at the end of July. Two weeks later I took Ron to Royal Cornwall Hospital where a stroke was diagnosed. He died in October.
As for Four Hands, at the end of January I heard, from her new owner, that she is in Thailand.

Best wishes
Linden Blake.

Ed: I feel sorry for the sad news of Ron death. I sure he is now in the sailors heaven. I hope that the publication of his article has, for a time, kept him still alive... All my best wishes for the future.
Rémy.

Hi Remy, Anita, and Ken
FANTASTIC!
I just got to sit down here at Clifton Thompson's house and read his issue 66. Mine may be delivered here via Rhode Island soon. You did a great job. Remy, your English is charming and adds a sweet lilt to your writing. I hope it will encourage others who are writing English as a second language to write more too.
Thanks for all the fine work!
Love, Ann and Nev.

Ed: Thank you Ann and Nev. I really appreciate your encouraging words.
As you may know I am probably the first editor of the mag who is not a native English speaker (sorry I am French) but I am a real enthusiastic anglophile and a more enthusiastic "wharramer". I know that my English language is not perfect but I hope to improve it. So before it will be perfect would you excuse my little mistakes?
By advance thank you...
Rémy.

Dear Sea People,
On reading Remy's editorial in Sea People No. 66 I thought I'd write something about sailing in Australia. I do most of my sailing on the Gippsland Lakes which is a large lake system in south east Australia.
Except for Christmas and public holidays you can sail into any of the public waters and stay for three or four days without any fees at all . Sometimes you will be the only boat there. About rules and regulations for boats, here in Victoria you do need a boat licence and to have on board specified safety gear but it is still common sense regulations.
Three years ago my wife and I cruised along the Queensland coast for six weeks in our trailer sailer which we towed up to Mackay. Every night we anchored behind some island, most of the time we were the only boat around. We quiet often beached the boat with no problems except for the boat falling over on an uncomfortable angle. It was while we were up in Queensland we met with a few people sailing Wharram Cats and I decided to build one. In the six weeks we were on the water we never once had to pay any fees anywhere, in fact around the Whitsunday Islands where we were there are free public mooring buoys. Except for the major city harbours you can sail just about anywhere without having to pay any fees whatsoever, at least for the moment. All the best for now.
Rob and Christine Sewell (Australia).

Ed: thanks for your contribution. Now, what about a longer article about your navigations in Australia? Readers will appreciate it for sure...

Hi,
I received the magazine yesterday afternoon (living in North Italy). It's a very interesting issue, and very well done, with such a beautiful photos !
I really appreciate your efforts, and the hard work of you all working with the magazine in UK.
But please, do not apologies for delay: maintain the good standard and take your time !
Have a good day. Ciao for now !!
Massimiliano Gianelli.

Ed: Mille grazie Massimiliano! Speriamo leggere presto articoli a proposito di navigazioni in Italia (Le vostri o quelli de altri Sea People in Italia)...
Rémy.

LETTERS... LETTERS... LETTERS... LETTERS... LETTERS... LETTERS... LETTERS... LETTERS... LETTERS...

Do send us letters and postcards, emails, telegrams and porpoise post.
It's good to hear how things are going in your part of the world, and to share your concerns.

Dear Editorial team,

We have just received the December 2006 issue of the 'Sea People'. The magazine has been steadily improving for several years, but this December issue has an indefinable 'Art Quality' about its layout.

Its verbal contents also give high quality information. As example, the top left hand corner picture on page 23!! The bottom right hand corner shows the TEHINI in the days after her sailing life. Soon after this photo we burnt her (a Viking Funeral) because the 'Aerolite' Urea formaldehyde glue had deteriorated and the boat had started leaking and rotting.

Our silence in regard to the 'Sea People' is that we are now running at least two women short. Ruth who used to do so much of the background work, has had to retire. So, all her work falls on Hanneke. We are working harder than ever to keep slowly moving forward. So it was good to know that the 'Sea People' is in good hands.

The 'Market' has changed so much in the last 10 years. In spite of being short staffed, we are making a mark in keeping safety aspects of Wharram Designs before the R.C.D. bodies, as examples of safe relevant design. We cannot let ourselves be dismissed by big commercial interests on the relevant R.C.D. committees, or be seen as of no importance because most Polynesian Catamarans are self built. This is important for Builders owners who may wish, after 5 years since building their boat to 'Sell On'.

The leading article (editorial) in this issue was to us extremely encouraging. At the London Boat Show I gave a lecture where I touched on the same editorial theme of Sea Magic Spirituality which is beginning to move again in Small Boat Sailing Attitudes.

As Hanneke will have to type this note, I will finish, but please be patient with us. We value the 'Sea People' and the P.C.A.. Do not let our lack of regular communication appear as lack of interest in what you are achieving.
James.

P.S. Well, I have come out of my 'retirement' to type this letter to you and to send you my best wishes.
Ruth

Best wishes,
Hanneke

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Fax: +44 1872 864791
wharram@wharram.com
www.wharram.com

Ed: It is with a very great pleasure that I (and for sure all the PCA members) see your coming back in the mag columns. After all you are the cause of our "Wharramitisism" which is a severe attack to the life style. Main symptoms are constant dreams of blue water sailing, tendency to persuade Cartesian people to dream with us, preference to visit a do-it yourself centre in place of a Roman chapel and also nervous signs during the waiting of a new issue of "Sea People". So, sometimes (often for some of us) we need a booster injection from the JWD team and your columns will always be welcomed...

More seriously; concerning my job as editor, I am trying each time to improve the mag quality and that is possible with the very good help of Ken and Anita but also with all the members contributions. I hope this will continue to live up the members expectations in the future...
Rémy

Ditty Bag Ditty Bag Ditty Bag

Free advertising in the Ditty Bag for all PCA members. Boats, Plans, or bits and pieces For Sale or Wanted. Offer or seek services as captain, crew, cook, bottle washer or bottom scrubber.

**** **Ditty Bag ads will run automatically for 2 issues** (to give other members space). If you sell, let us know and we'll pull the 2nd ad. Also please contact us if a 3rd ad is needed.*

FOR SALE

Hitia 14 « DUO »
Complete with road trailer, gaff rig, alloy mast.
Ready to sail. £650 or near offer
I am based in the Wirral, North West UK
Please call Brian Probert on 07967 800853

4.2m (14ft) "Aoraki" (Described in Seapeople 35)
Complete with gaff rig, alloy mast. Can be carried on 1.6m (5ft 3in) car roof bars - no trailer needed!
£300 or near offer. Based in Edinburgh but could deliver as far as Lancashire / Yorkshire.
Call John Cooke on 0131 447 9157 or
email John@MarwynandJohn.org.uk

Tane 4
My *Tane LL* is now for sale with new beams, lashing like Tiki 26, more beam overall, new bridges, pod with lifting top, new cabin tops, new tillers, new raised hulldecks, etc…
Price £5215/€7950
Info: www.yspweb.net/Tane4Sale
E-mail: dihobi@web.de
Dirk Hortsmann Tel: 0049 521 23 78 15

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1 Hinemoa hull for sale.
Unfinished project, part sheated with Kevlar.
This comes complete with the plans to complete. Unfortunately for sale due to lack of time to complete. Great opportunity to get a good head start on a boat of your own for the silly price of £200.
Contact Si Belk on 01472 321753

"Scat" GRP Tiki 26, Jeckells Sails, 4hp Suzuki, Solar Panel, Lights, Depth, Speed, Tiller Pilot. 2 anchors plus chain, warps and fenders. Imagine Multihulls Style Deck Tent. VGC
Fast and safe boat. Race Winner and 2 Biscay Crossings. Scat will be offered for sale on arrival of new boat for £11750. Contact dave@sealifesailing.co.uk for more info.

6 inch x 27 foot aluminium mast. Made for Tiki 26 but overweight. Double sheave aft and double sheave forward integrated into spar. Professionally made by Sailspar. Rope clutches, tang backing plates and extras removed for new mast. Suitable as schooner rig for larger boat. Asking £150.00
Located N. Devon. Call Jerry Slack 01271 817477

Tiki 31 "Yellow Cat" still for sale
£10,000 O.N.O.
Equipped for Blue water cruising.
Contact esthercolleen@yahoo.ie

Unused Tiki 46 plans for sale (#22) €1,950
Discussions with JWD led to decision for bigger boat.
Roland.scheule@searesort.info
Tel: +49 751 76956 Mobile: +49 171 8160270

Chain 8 & 10mm short link anchor chain £2.00 & 2.75/metre Lengths up to 30m available
Ken Hook email hook.ken@virgin.net Tel: 01202 531445

JWD have produced a DVD covering the construction and sailing of the original **TEHINI**. The cost of this is £9.99. Contact them at James Wharram Designs, Greenbank Road, Devoran, Truro, Cornwall, TR3 6PJ or +44 1872 864792 or www.wharram.com

WANTED

Contact with Tiki 38, considering purchasing but would like to get a bit of experience with the marque. Experienced sailors.
Caspar (& Kate) Holst, Devon, UK.
Casparholst@virgin.net

Wot nothing else for sale/barter?

Ditty bag is now available online via the PCA Forum see website for details www.pca-seapeople.org
If you want to add a picture or an add to the online ditty bag please send to pcapix@pca-seapeople.org

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Baseball Cap	Colour Navy with white logo ***(P & P included)***		£6 each Inc. P & P	
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Tee Shirt (Sizes M to XXXL) (long sleeves, light material)	Colours: W, NB, Bk, R, DNB, GR		£13 each + P & P	
Tee Shirt (Sizes S to XXXL) (long sleeves, heavy material)	Colours: W, NB, Bk, Bl, R, DNB, G, O		£14 each + P & P	
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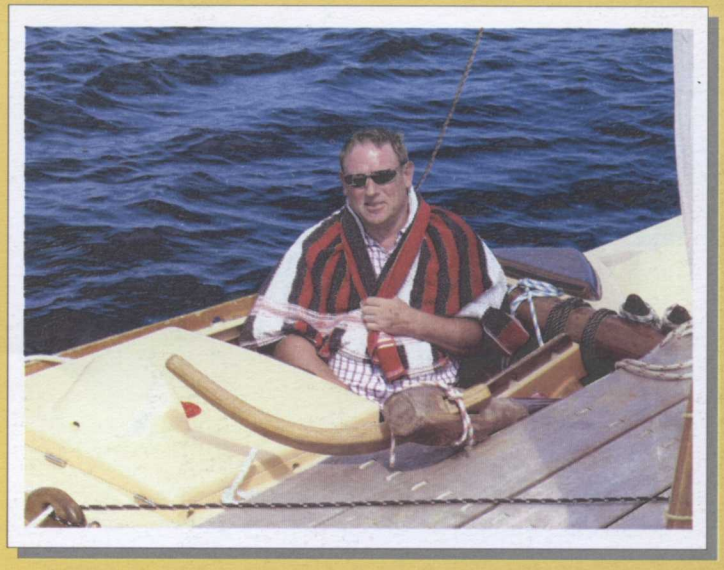
+44 (0) 1202 531445 or email Secretary@pca-seapeople.org or PCA@sea-people.org
Please give us phone number, email addresses, etc. to help the office and other PCA members to contact you

I have been told that you can still encounter some Mermaids along the Southern coasts of Cornwall…
(Hanneke Boon aboard the Tahiti Wayfarer)

10, 11, 12 knots; more? At the helm of a small Tiki. What a thrill!

Trying to invent a new version of the pedal boat?
(Dave Yettram, Channel Islands)



Take care of the sunburns! (Here aboard the Tama Moana in the Philippines waters)